Department of Transport and Regional Services
Australian Transport Safety Bureau

Community Attitudes to Road Safety

Community Attitudes Survey
Wave 15, 2002

Conducted March–April 2002

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COMMUNITY ATTITUDES TO ROAD SAFETY:

Community Attitudes Survey Wave 14, 2001

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Abstract

The fifteenth in a series of national surveys on community attitudes to road safety was conducted in March – April 2002 on behalf of the Australian Transport Safety Bureau. This report contains a summary of results from the survey and, where appropriate, provides comparative findings in relation to previous surveys. Issues examines include: perceived causes of road crashes, exposure to random breath testing, attitudes to speed, perceptions of police enforcement, reported usage of seat belts, involvement in road crashes, and experience of fatigue while driving.

Keywords

COMMUNITY ATTITUDES, ENFORCEMENT, PERCEPTIONS, ROAD SAFETY, SPEED, SURVEY, ALCOHOL, FATIGUE

Notes

(1) This report is disseminated in the interests of information exchange.
(2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth.

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1. EXECUTIVE SUMMARY

This is the fifteenth in a series of surveys of community attitudes and perceptions towards a range of road safety issues. Findings from this 2002 Community Attitudes Survey (CAS 15) were derived from telephone interviews with a national sample of 1,563 Australian residents aged 15 years and over. The survey was conducted in March and April 2002, and the effective response rate was 63%. A summary of the main findings from the 2002 survey, along with a description of emerging trends and patterns, is provided below. More detailed results are provided in the main body of this report.

The results from the current survey provide a snapshot of community perceptions across a range of road safety issues. Data from this and past surveys provide a view of changes in community attitudes over time.

1.1. Main Trends and Comparisons - Overall

The Australian community continues to identify speed as the single most likely cause of road crashes. When asked to identify the main factor that leads to road crashes, 37% say speed, more than three times the number that say either drink driving (11%) or driver fatigue (11%).

When asked to name up to three crash factors, over half the community include speed (62%) and drink driving (52%) in their list, and one in three include driver fatigue (33%).

The research continues to show a growing awareness of the dangers of speeding and increasing evidence of a shift in attitudes across a range of speed related questions (see Section 1.5). Although a substantial minority of respondents still give answers that indicate a permissive attitude to speeding and speed limits, a clear majority of respondents give non-permissive answers to most of these questions. For example, 87% of respondents now support speed enforcement tolerances of less than 10 km/h in urban 60 km/h zones, and 91% of licence holders agree that 'an accident at 70 km/h will be a lot more severe than an accident at 60km/h'. However, 32% of respondents still agree with the statement that 'it is okay to speed if you are driving safely'. Support for a 50 km/hr limit in residential areas remains strong (72%).

Despite widespread recognition of the risks associated with speeding, the community is less willing to accept the need for speed enforcement, in comparison with its support for drink driving enforcement. Support for random breath testing is almost universal (now 97%), while more than half (56%) agree that 'fines for speeding are mainly intended to raise revenue'.

This reluctance to endorse speed enforcement may be linked to driver behaviour, with more people admitting to speeding than drink driving. This is most evident when comparing the extremes of speed and drink driving behaviour. The proportion who say they mostly or always 'drive at 10 km/h or more over the speed limit' (9%) is an order of magnitude larger than the number who agree that 'If I am driving I do not restrict what I drink' (1%).

The community exhibits a growing recognition of the contribution of driver fatigue to road crashes, with 11% identifying fatigue as the main cause of crashes and one in three (33%) including fatigue in their list of the three main causes of road crashes. Awareness of fatigue as a crash factor is highest among those aged 25 to 39 years (39%) and among those aged 15-24 years (37%).

In many cases this awareness of fatigue as a crash factor may be based on actual experience, with 15% of license holders recalling having fallen asleep at the wheel while driving. Among these, 9% said they had an accident as a result. Males (24%) are more than three times more likely than females (7%) to have ever fallen asleep at the wheel while driving. More than six in ten drivers who have fallen asleep at the wheel (63%) recall doing so just once, most commonly on a country trip lasting over two hours. However, one in three of those who recall falling asleep at the wheel say they were on a trip of less than one hour.

1.2. State and Territory Comparisons

The stratified sample design adopted in this survey allows comparisons to be made across State and Territory borders. While to a certain extent jurisdictions follow the national trend, the research continues to show significant differences in opinion between States and Territories on major road safety issues of speed, drink driving, occupant restraints and fatigue.

Residents of the Northern Territory are still clearly the most likely to mention drink driving as the main factor leading to road crashes. However, CAS 15 also confirms an increased awareness in the Northern Territory about the effect of speed.

While approval of a 50 km/hr limit in residential areas is again expressed by a majority of people in all States and Territories, it is now highest in the ACT (77%), Queensland (77%) and South Australia (77%), and also high in Victoria (75%). The jurisdictions most inclined to agree that 'fines for speeding are mainly intended to raise revenue' are again South Australia (60%) and also Tasmania (66%).

Two new questions were added to the CAS 15 survey to determine the public's perception of how far over the speed limits in 60km/h and 100km/h zones they are generally allowed to drive, before they will get booked for speeding. In response to these questions, residents of Victoria stated lower speeds than those from other States and Territories. Against a national median of 64.4 km/hr and a mode of 65 km/hr in 60 km/hr urban zones, the median in Victoria is 62.9 km/hr with a mode of 63 km hr. In 100 km/hr rural zones, against a national median of 106.5 km/hr and mode of 110km/hr, the median in Victoria is 2 km/hr less at 104.5 and a mode of 105 km/hr. The mode for perceptions of allowed speed in all other States and Territories is 110 km/hr. This difference may be related to an announcement by Victoria Police early this year of a reduction in speed limit tolerances.

NSW residents (19%) again show the lowest exposure to Random Breath Testing (RBT) in the six months prior to the survey, with Tasmania (23%), South Australia (21%) and the ACT (21%) also below the national average of 27% this year. Highest recent exposure to RBT is apparent in the NT (44%) followed by Queensland (37%) and Western Australia (36%).

CAS 15 shows fatigue is now most likely to be suggested as a crash cause in the Northern Territory (43%), NSW (40%), Western Australia (40%) and the ACT (40%).

Among all licence holders who drink, strong interest in using a self-operated breath testing device occurs in Tasmania (45%), the ACT (42%) and in the NT (40%), compared to a national average of 34% saying they are 'very' likely to use one if available.

Overall, at a national level, the survey found a greater proportion of people thought RBT activity had increased (39%) compared to CAS 14 (34%), but a similar level to CAS 13 (38%). Across the jurisdictions, an increase in RBT activity is most commonly mentioned in

the Northern Territory in particular (55%), and also in Victoria (45%). Likelihood of thinking RBT activity has increased is again lowest in the ACT (only 28%), against a national average in CAS 15 of 39%.

Again directly in line with recent surveys in this series, residents of the ACT were most likely to perceive that there has been a decrease in RBT activity (20%), with NSW (18%) and Tasmania (18%) also high against a national average of 14%.

A majority in most States and Territories agree that a BAC of .05 would affect their ability as a pedestrian. Exceptions are the NT (46%) and South Australia (47%).

After showing an increased trend in rear seat belt wearing, though typically below the national average, the proportion of Northern Territory residents saying they wear rear seat belts at all times has declined to only 71% against a national average of 88%.

1.3. Summary of CAS 15 (2002) Findings

1.3.1. Factors Contributing to Road Crashes

Over half the community include speed (62%) and drink driving (52%) in their top three list of road crash causes. Driver fatigue (33%) is the third most often mentioned factor, followed by lack of concentration (26%).

1.3.2. Alcohol and Drink Driving

Over half the Australian community (52%) place drink driving in their top three list of factors contributing to crashes on our roads. Females and young people (15-24 years) are the most conscious of drink driving when all mentions of crash causes are considered.

Random breath testing still has almost universal support (97%).

1.3.3. Speed

Close to one in four people (37%) spontaneously identify vehicle speed as the single most likely cause of road crashes. Speed is at least three times more likely than drink driving to be considered the principal reason behind road crashes.

The community continues to display a high degree of recognition of the dangers of speed and is increasingly supportive of speed enforcement initiatives. A high 91% agree that an accident at 70 km/hr would make a crash more severe than one at 60 km/hr, and 68% support the proposition that an extra 10 km/hr will significantly increase the risk of being involved in a crash.

Some 83% agree that speed limits are generally set at reasonable levels. In a 60km/hr zone, close to half (49%) favour strict enforcement of the speed limit (less than 5km/h tolerance) and a further 38% tolerate only a 5km/hr excess over the limit. Over seven in ten (72%) support a lowering of the speed limit to 50 km/hr in local residential streets, following a growing trend in approval for this measure.

In 100km/hr zones, 36% favour strict enforcement of the speed limit and 56% would permit less than 10km/hr over the limit before being booked. Only 10% support an enforcement tolerance of more than 10km/h.

New questions were asked this year to identify the speeds that the community believe are tolerated before a driver is generally booked. In 60 km/hr urban zones, the most common speed believed permitted is 65 km/hr, mentioned by 28%. The median is 64.4 km/hr, including the 12% who believe that there is strict enforcement of the 60 km/hr limit.

In 100 km/hr rural zones, the most common speed (or mode) believed permitted is 110 km/hr, mentioned by 31%. A further 21% mention 105 km/hr as the maximum generally permitted. The median is 106.5 km/hr, including the 10% who believe that there is strict enforcement of the 100 km/hr limit.

These national figures appear to be affected by the impact of the Victorian announcement that the police are reducing tolerance for speed (safety) cameras. As a direct result, the median allowed speed calculated for Victoria is 62.9 against a national average of 64.4 in a 60 km/hr urban zone, with a mode of 63 km/hr mentioned by 33%. The median allowed speed calculated for Victoria in a 100 km/hr rural zone is 104.5 km/hr, being 2.0 km/hr below the national average of 106.5, with a mode of 105 km/hr mentioned by 29%.

1.3.4. Compulsory Carriage of Licence

While legislation requiring people to carry their licence at all times when driving a motor vehicle is in force only in New South Wales, most drivers throughout Australia still believe it already exists in their State or Territory. A high 85% approve of it. All age groups give their support, with approval gaining further strength as age increases.

1.3.5. Occupant Restraints

Consistent with previous years, there is close to a universal claim of 'always' wearing a seat belt in the front seat of a vehicle (96%). Fewer people (88%) say they always wear a belt in the rear seat, although recent years have shown an increasing trend in rear seat belt use. The survey has noted, however, a decline in rear seat belt wearing in the Northern Territory, which has traditionally shown the lowest rate, now down to 71% after reaching 83% last year.

Reported use of a seat belt in the front seat at all times is marginally high for females (98%) than males (95%). Females (92%) are still more likely than males (84%) to wear a restraint in the rear of the car.

1.3.6. Motorcycle Riding

Some 8% of Australians say that they have ridden a motorcycle on the road in the last year, males again accounting for the highest incidence (14%). CAS 15 shows 7% of the Australian community have been a passenger on a motorcycle in the past year.

1.3.7. Involvement in Road Crashes

Involvement in a road crash in the past three years has remained at 18% of the Australian community aged 15 years and over.

The likelihood of experiencing a recent road crash declines with age, from 30% among the 15-24 age group to 11% among people over 60 years.

1.3.8. Driver Fatigue

Overall, 15% of the community have ever fallen asleep when driving (similar to CAS 14 at 14%). Males (24%) are more than three times as likely as females (7%) to have done so. The 25-39 year age group (19%) is the most likely to have experienced this situation and the 15-24 age group (9%) are the least likely.

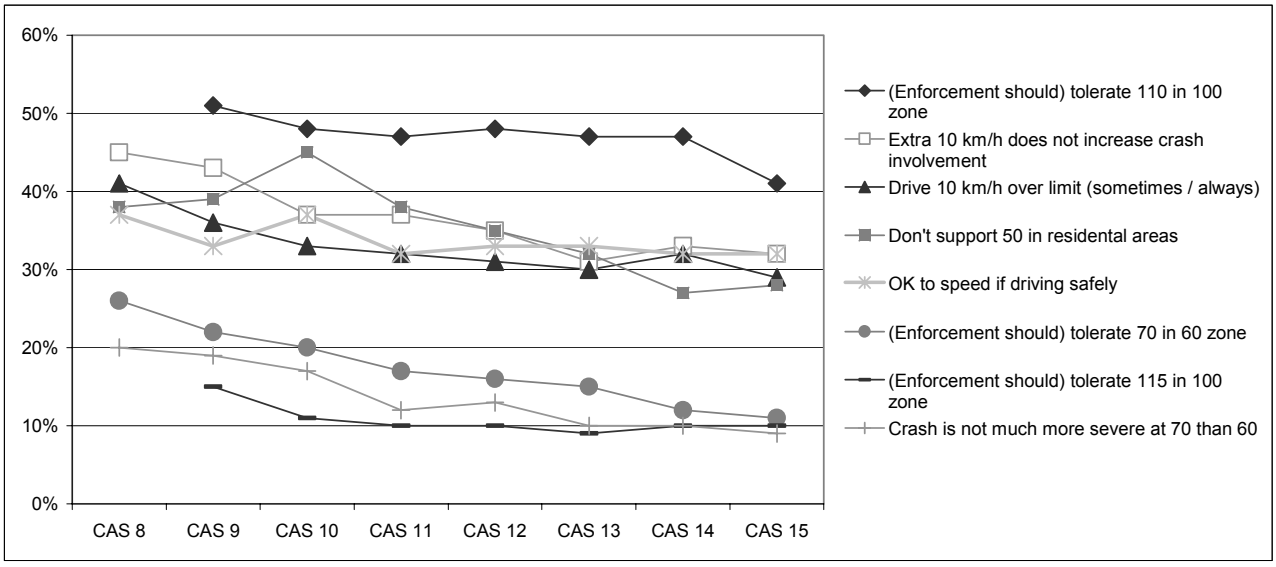
Some 13% of drivers who have fallen asleep at the wheel recall doing so in the past six months. Over half (53%) of these events occurred at least six years ago.

1.4. Speed attitude trends (1995–2002)

Over the period 1995 to 2002 the proportion of respondents who give answers indicating "permissive" attitudes to speeding and speed limits has dropped substantially. This has happened on a number of questions, covering different speed issues, including questions that ask about the risk consequences of an extra 10 km/h. In 1995 (CAS 8), 80% agreed that "An accident at 70km/h will be a lot more severe than an accident at 60km/h", and the level of agreement with this statement has since increased to 91% in CAS 15. Agreement that "If you increase your driving speed by 10km/h you are significantly more likely to be involved in an accident" has increased from 55% in 1995 to 68% in 2002.

Figure 1:

Attitudes to Speed - Comparisons over the Period 1995 to 2002



Responses coded so that higher percentages indicate more people with "permissive" views on speed.

Although a substantial minority of respondents still give answers that indicate a permissive attitude to speeding and speed limits, a clear majority of respondents give non-permissive answers to most of the questions.

The exception to both these generalisations is the question "Fines for speeding are mainly intended to raise revenue", with which 56% still agree (little change since '95). However many of the people who give what looks like a "speed-permissive" answer to this question are giving "anti-speed" answers on many other (more specific) questions. It is plausible and entirely consistent with the data to conclude that many people want fairly strict controls on speed, but are inclined to remain cynical about the purity of governments' motives, in relation to fines.

1.5. Demographic Comparisons

1.5.1. Age groups

Viewed against historical data this survey continues to demonstrate a growing awareness among younger sections of the community across a range of road safety issues.

While age is a strong predictor of how frequently drivers exceed the speed limit, the proportion of under 24 year olds saying they mostly or always do so (16%) is not much greater than the 25-39 years age group (12%). There is clear evidence of decreasing likelihood of exceeding the speed limit over the age of 40 years with the over 60s age group highly unlikely to say they do so.

Among all age groups except the under 24s, speed is still referred to far more often than drink driving as the single main cause of road crashes, regardless of age. The under 24s mention speed and drink driving with similar frequency, reflecting a relatively greater focus on the dangers of drink driving among young people.

While tolerance of speeds in excess of 60 km/hr in a 60 km/hr zone has traditionally declined with age, the 15-24 and 25-39 age groups now hold similar views, increasingly in support of strict enforcement. Support for strict enforcement is higher in older age groups. In 100 km/hr zones, the youngest age group shows a pattern of support for strict tolerance that is very close to the 40-59 age group, stricter than the view held by the 24-39 age group though less so than for the older, over 60s group.

The finding in CAS 14 of an above average proportion of males in the 15-24 year age group (11%) disagreeing with RBT has not been repeated in CAS 15, with each of the male age groups now holding similarly positive attitudes towards RBT. The under 24s and the over 60's age group (19%) appear less likely to have been tested than the 25-39 years age group (34%) and the 40-59 group (31%).

The youngest age group is most likely to say 'I don't drink if driving' (59% compared with a national average of 37%), but also remains the most interested in the use of self-operated breath testing machines. Some 13% of the 15-24 years age group have used such a device in the past six months.

1.5.2. Male : Female

Both genders continue to refer to speed far more often than drink driving as the one main road crash cause, particularly females (42% compared with 32% of males). When all mentions of crash causes are considered, females (67%) are more conscious than males (57%) of drink driving.

There has been an increase in the number of males (to 47%) in favour of strict enforcement of 60 km/hr urban limits, to a point where females (51%) are now only marginally more likely to express this view. Females are somewhat more in favour than males (40% : 33%) of strict enforcement in 100 km/hr zones. Support for 50 km/hr zones has gradually increased over the survey period, and they are even more strongly supported by females (78%) than by males (66%).

More males than females believe 'it is okay to exceed the speed limit if you are driving safely' and that 'fines for speeding are mainly intended to raise revenue'. Males still report a higher tendency than females to exceed the speed limit by 10 km/hr or more.

CAS 15 again shows males (28%) are also more likely than females (13%) to have been booked for speeding in the last two years. By age, the 25-39 year old males (38%) are the most likely to have been booked for speeding in the past two years, against a national average of 21%.

Females (89%) continue to be more likely than males (81%) to express 'strong' support for RBT.

Females who have held a driver's licence are more likely than males to say they do not drink at any time (19% of females, 13% of males). Female licence holders (41%) are also more inclined than males (33%) to say that they do not drink when driving.

Males are still more likely than females to be aware of the correct guidelines for alcohol consumption by their sex, particularly for the first hour. However, the research shows a trend for an increase in the number of females aware of their guideline of up to one standard drink in the first hour.

Females (66%) are again significantly more likely than males (49%) to believe that having a BAC over .05 would affect their ability to act safely as a pedestrian.

Males (24%) are more than three times as likely as females (7%) to have ever fallen asleep at the wheel while driving.

1.5.3. City : Rural

While speed and drink driving continue to be nominated as crash causes by similar proportions in both capital cities and non-capital locations, a higher awareness of fatigue is again evident among the non-metropolitan community. Overall, 43% of the non-metropolitan community mention fatigue as a crash cause, against 28% in the cities.

In previous years, non-metropolitan residents had been more likely than those residing in the cities to believe RBT activity has increased. CAS 15 shows a closer result of 41% in non-capitals and 38% in the capital cities.

An increase in occupant restraint enforcement continues to have been noticed more often in regional (46%) rather than city (34%) locations.

People living outside the cities (58%) continue to be more likely than city-based people (44%) to support strict enforcement of the 60 km/hr zones in urban areas.

The likelihood of always wearing an occupant restraint in the front is now the same, at 96%, in the cities and in country areas. The decrease noted in CAS 13 in the likelihood of always wearing a rear seat belt among city residents, from 91% to 88% has been confirmed in CAS 15 (87%), against a higher 90% in country areas.

The following sections describe the research that was carried out for CAS 15 and provide a more detailed analysis of the survey findings. Where appropriate, findings are compared with previous surveys in this series. A table of comparisons of findings over time is attached as Appendix III.

Further information can be obtained through the Australian Transport Safety Bureau in Canberra.

2. INTRODUCTION

This is the fifteenth in a series of annual Community Attitude Surveys (CAS 15) commissioned by the Australian Transport Safety Bureau (ATSB)[1], monitoring community attitudes toward various aspects of road safety. The geographic coverage of the survey is national. Fieldwork for CAS 15 was conducted by telephone, from the TAVERNER Research Company fieldwork office in Sydney, during the period 5 March to 12 April 2002.

The fifteen surveys have been conducted almost annually since 1986, as follows:

CAS 1	-	October, 1986	Printed as FORS Report CR 52
CAS 2	-	June, 1987	Printed as FORS Report CR 73
CAS 3	-	May, 1988	Printed as FORS Report CR 74
CAS 4	-	February, 1989	Printed as FORS Report CR 85
CAS 5	-	November, 1990	Printed as FORS Report CR 74
CAS 6	-	August, 1991	Printed as FORS Report CR 101
CAS 7	-	October, 1993	Printed as FORS Report CR 135
CAS 8	-	May/June, 1995	Printed as FORS Report CR 159
CAS 9	-	May/June, 1996	Printed as FORS Report CR 167
CAS 10	-	May/June, 1997	Printed as FORS Report CR 171
CAS 11	-	May/June, 1998	Printed as FORS Report CR 180
CAS 12	-	May 1999	Printed as FORS Report CR 188
CAS 13	-	March 2000	Printed as ATSB Report CR 197
CAS 14	-	March 2001	Printed as ATSB Report CR 212
CAS 15	-	March 2002	Printed as ATSB Report CR 213

The surveys have always been conducted by telephone, covering all States and Territories of Australia. Sampling has been based on a stratified probability design in order to gain sufficient interviews to represent each State and Territory in the findings.

For CAS 1-6 (1986-1991), respondents were selected on a strict age/sex/area quota. The survey response rates for CAS 1-6 (conducted through 1986-91) were estimated to be well under 40% of sampled dwellings. In 1993, prior to commissioning CAS 7 (1993), FORS invited recommendations on methods that might provide significant improvements in the response representation of the community and the associated reliability of findings.

A revised method introduced in CAS 7[2] (1993) by TAVERNER Research Company resulted in a response rate over 80% of occupied dwellings. This was a substantial improvement and at least as high as may reasonably been achieved from any survey of this kind where response is voluntary.

[1] Formerly Federal Office of Road Safety (FORS)

[2] The essence of the change was to send an advance letter under Ministerial letterhead and to increase the number of call attempts to at least 9. There were also other refinements that included recalls to refusals and to people with limited English speaking ability. A change to the in-home respondent selection process introduced non-substitution between household members, following random computer identification of one person to be interviewed.

Typically, random respondent selection in surveys can lead to over and under representation of particular demographics in the raw sample of respondents. This can be largely corrected through application of population weighting, as used in all previous surveys in this monitor. The Federal Office of Road Safety accepted the researchers' CAS 7 (1993) suggestion of varying the chance of selection during fieldwork to minimise any weighting effects on data reliability.

A two-stage method was then introduced in the sample selection for CAS 8 (1995) and onwards, explained in more detail in the next section.

The survey design for the CAS series since 1993 has retained this overall approach to maximising both the response rate and control over respondent selection. In all of these more recent surveys, TAVERNER Research Company has continued to apply these refinements to the respondent selection process across regions and within each sampled dwelling.

The effect of the changes to the sampling process has been a sustained and substantial improvement in the raw sample age/sex representation within each State and Territory.

This CAS 15 survey achieved a response rate that is still very much higher than would be gained from more usual survey approaches and has maintained the improved sample reliability achieved from CAS 7 (1993) onwards. The survey design is far more rigorous than the standard adopted in most other studies of this kind and continues to be both practical and effective. The additional efforts put into the sample and survey deign since 1993 are still clearly effective and important in maintaining the high degree of reliability associated with the findings.

Although the growing concern about personal privacy evident in recent years has progressively reduced effective rates of survey response, we have found that voluntary participation in this ATSB series is still well over double the rate that we typically experience in community surveys.

3. SURVEY METHODOLOGY

3.1. Summary

The survey method used in the CAS series adopts a rigorous sampling approach that was introduced at CAS 7 (1993) for use on the telephone. An integral feature is that the telephone calls to dwellings selected for inclusion in the survey are preceded by an advance letter (see Appendix I), advising the household about the survey.

An associated and also integral feature of the design is the probability based, non-substitution selection of the person in the dwelling who is asked to answer the questions. Prior to CAS 7 (1993), sampling had been based entirely on an age/sex quota selection method. The quota selection method has far less validity, although it is still commonly accepted in most commercial and institutional research as it is simpler and more economical to conduct.

In the 1993 (CAS 7) survey of this series, changes were introduced so that every household had an equal chance of selection and every member within each household also had an equal chance of being interviewed. This led to some under-representation of persons in the 15-24 age group, particularly males, which could be corrected through population weighting in the analysis.

For CAS 8 (1995), TAVERNER Research Company introduced a two-step variation to the sampling in an attempt to improve the overall raw sample representation of these groups. This has been retained, with further refinement, for all subsequent surveys.

As a first step, the researchers limit the mailing of the advance letter to a level that will lead to some 75-80% of respondents for the full survey being selected on a probability basis. At contact with each dwelling, the respondent selection process increases the chance of males and young people being included in the raw sample. The over-riding principle, however, is that interviewer bias should be eliminated in respondent selection. Hence, the control rests with a computer program selecting the respondent.

At contact with the dwelling, the interviewer lists all household members by sex and by age. The computer program selects the person to interview. Only that person may be interviewed. Workstations are programmed to increase the chance of a 'harder to find' age or sex being selected.

This special programming ensures that whenever there is a young person aged 15-29 in the home, the chance of that age group being selected is doubled. Similarly, a 35% increase in the likelihood that a male is selected applies for all dwellings. This formula was developed by the researchers from the combined experience of conducting CAS 7-11 (1993-1998). Age/sex achievement within region is monitored against the latest available Australian Bureau of Statistics population Census data.

The primary mail out for CAS 15 yielded 90% of the final total number of interviews (1,409 out of 1,563). That included 81 initial refusals and prior language difficulty contacts that were converted into full interviews from callbacks by the field staff.

After exhaustion of the initial mailed sample, including follow up of refusals and non-English speaking contacts, the balance of the fieldwork was completed through a controlled achievement method within each State and Territory. More letters were dispatched and the extra households were then systematically called by telephone in order to complete at least the minimum numbers of interviews by age and sex group set for each region.

On contact, only those age/sex categories with unfilled quotas were listed for selection and the same probability selection process was used. The approach still meant that interviewers had no influence over whom to select and interview in any dwelling. At the contacted households that could not yield any of the needed age/sex groups, no interview took place.

Interviewers acted strictly in line with a laid down procedure on a dwelling-by-dwelling basis, so that selection remained systematic across the community at large and, later, within the needed age/sex categories. This maintained an independent, stratified sampling process and ensured that any sampling error was minimised.

This sampling method led to the respondent numbers ending up close to the desired size and distribution across the country. However, because of the need to achieve minimum quotas by age/sex within region, a beneficial by-product of this approach has been an unintentional over-achievement in sample size. The achieved sample size for CAS 15 was 1,563 respondents against an original objective of 1,500, with at least 150 interviews in each State and Territory.

The data collected in this survey has been weighted to National and State populations statistics estimated by the Australian Bureau of Statistics as at 30 June 1999. This report is based on the weighted statistics, representing the Australian population aged from 15 years.

3.2. Sample Coverage and Source

All States and Territories of Australia were covered by the sample, using the stratified, regional probability distribution adopted in this series of Community Attitude Surveys since 1993. The sample size objective was increased in CAS 12 to ensure at least 150 interviews in every State and Territory and a national total of at least 1,500. The same sample size objective was set for CAS 15.

The sample achievement is shown in Appendix IV. TAVERNER Research Company estimated a sample yield from each region prior to fieldwork commencement and reached or exceeded targets in all cases. Because of the non-substitution design within dwellings and the requirement to maximise the sample response rate (yield), TAVERNER continued to interview in some regions even though the desired total number of interviews was reached before achievement of minimum age/sex numbers.

For that reason, the survey reports on 1,563 completed interviews, slightly above the planned sample size of 1,500.

After exclusion of the sample component that could be classed as out of scope (eg. unobtainable number, no answer after 8 or more calls, household member away for survey period), the effective national response rate was estimated at 63% participation overall. This maintains a high response level relative to more conventional survey standards. The survey sampling and selection approach in the CAS series since 1993 ensures the final sample obtained for the study remains as representative as possible of the Australian national population aged from 15 years.
Dwelling addresses and their telephone numbers were systematically selected from the latest available electronic Australia-on-Disk White Pages directory.

3.3. Interviewing and Processing

Following despatch of an initial 3,310 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 5-31 March 2002. Supplementary fieldwork, as described, took place up to 12 April 2002.

The questionnaire, included under Appendix II, was administered by trained TAVERNER interviewers to the selected respondents (one per dwelling) using the OzQuest Computer Assisted Telephone Interviewing (CATI) system under the direct control of telephone supervisors. Average interview length this year was just over 17 minutes, or a minute longer than in CAS 14. In previous surveys, the length had averaged some 14 minutes. Due to the interest level shown in the survey, we are confident that the increase in interview length has had no adverse effect on the reliability of findings or respondent commitment.

The data collected by the interviewers was entered directly into the computer data processing system in the TAVERNER offices. The sampling and survey responses were monitored progressively. Detailed tabulations were then prepared in a format weighted to the State and Territory population distributions estimated as at 30 June 1999.

All interviewing was conducted at least in accordance with the guidelines of the Interviewer Quality Control scheme (IQCA), introduced to Australia under the auspices of the Market Research Society of Australia (MRSA) and the Association of Market Research Organisations (AMRO). TAVERNER Research Company has IQCA accreditation, is a member of AMRO and our fieldwork is audited appropriately.

4. TOPICS AND QUESTIONNAIRE

The topics covered in CAS 15 were nominated by the ATSB. In most respects, the questionnaire stayed the same as for CAS 14. Two extra questions were included on the issue of speed tolerance.

The following issues were covered in this survey. Questions covered awareness, attitudes and behaviour.

- factors believed to lead to road crashes;
- whether agree or disagree with random breath testing (RBT);
- perception of any change in RBT activity in the last two years ;
- whether agree or disagree with zero blood alcohol for all drivers;
- whether police RBT has been seen in the last six months and incidence of personally being breath tested in that period;
- whether a .05 Blood Alcohol Concentration (BAC) would affect the ability to act safely as a pedestrian;
- past and present licence holding;
- frequency of driving or riding a motor vehicle;
- attitude to drinking and driving;
- usage of breath testing machines in the last six months and likelihood of use if there was an opportunity;
- knowledge of current alcohol consumption guidelines for first hour and each hour after that, for men and women;
- alcoholic beverages mainly consumed;
- knowledge of standard drinks in a stubby or a can (375ml) of full strength beer and a bottle (750ml) of wine;
- incidence of being booked for speeding in the last two years and in the last six months;
- whether personal driving speed has changed in the last two years and frequency of driving 0 km/hr over the speed limit;
- tolerated speeds in urban 60 km/hr zones without being booked;
- tolerated speeds in rural 100 km/hr zones without being booked;
- perceptions of police tolerance in urban 60 km/hr zones;
- perceptions of police tolerance in rural 100 km/hr zones;
- agreement/disagreement with specific speed related issues;
- opinions on reducing the current speed limit to 50 or 40 km/hr in residential areas;
- attitudes toward the law requiring people to carry a licence at all times while driving a motor vehicle;
- knowledge as to whether this law applies to their own State/Territory;
- incidence of driving a motorcycle on the road in the past year;
- incidence of being a passenger on a motorcycle on the road in the past year;
- wearing of seat belts, back and front;
- perception of changes over the last two years in the amount of seat belt enforcement activity by police;
- personal experience of a road crash in the past three years and degree of severity;
- incidence and circumstances of falling asleep at the wheel (fatigue);
- strategies suggested for avoiding or dealing with fatigue at the wheel.

The questionnaire used in this CAS 15 survey is attached as Appendix II.

Where questions have been repeated from previous surveys, as far back as CAS 6 in 1991, comparative findings are shown in Appendix III.

5. SAMPLE CHARACTERISTICS

For comparison of weighted and unweighted numbers analysed in this survey, examples of respondent characteristics are presented below. The main effects of weighting were from bringing the 15 capital city and non-capital regions into their correct national proportion, rather than any age/sex adjustments.

CHARACTERISTICS	UNWEIGHTED %	WEIGHTED %
Base:	**1,563**	**15,298,000**
Age: (15 years and over)		
15-19 years	**9**	**9**
20-24 years	**7**	**9**
25-29 years	**9**	**10**
30-39 years	**19**	**19**
40-49 years	**18**	**18**
50-59 years	**16**	**14**
60-69 years	**11**	**10**
70 and over	**10**	**11**
Sex:		
Male	**50**	**49**
Female	**50**	**51**
Work Status:		
Student	**9**	**5**
Home duties	**9**	**9**
Employed	**59**	**60**
Retired/Pensioner	**19**	**19**
Unemployed	**3**	**2**
Highest Education Level:		
Up to secondary/still at school	**56**	**56**
Trade/TAFE	**12**	**11**
Tertiary	**31**	**32**
Driver Characteristics:		
Licence Ownership		
Have current licence or permit	**90**	**89**
Previous holder	**2**	**2**
Never held	**8**	**9**
Length of Time Licence Held		
Up to 3 years	**8**	**9**
3-5 years	**5**	**6**
6-10 years	**7**	**7**
Over 10 years	**72**	**70**
Never held	**8**	**9**
Penalised for Speeding:		
Last 6 months	**8**	**8**
Last 2 years	**23**	**21**

Totals may not always add exactly to 100% due to rounding of percentages.

6. FACTORS CONTRIBUTING TO ROAD CRASHES

On commencement of the interviews, respondents were asked:

> ***'What factor do you think most often leads to road crashes?'***
>
> *and then*
>
> ***'What other factors lead to road crashes?'***
>
> *(maximum 3 responses)*

The Australian community continues to consider speed to be the dominant factor that most often leads to road crashes. This has been a consistent finding since CAS 1 (1986). The current survey again shows at least three times as many people referring first to speed (37%) in their list of three main crash causes, rather than any other single factor.

Drink driving, lack of concentration and driver fatigue all receive equal mention (each by 11%) in CAS 15 as the second most commonly mentioned main cause of road crashes. These three elements have been grouped around this level, as perceived main causes of road crashes, since CAS 11 (1998).

When asked to name up to three main crash causes, speeding still remains the factor most commonly included in the list. It was mentioned by over three in five (62%) of the community. This too has been a very similar finding throughout the CAS history.

At the next level, over half of the community (52%) again mentioned drink driving in their list of three crash causes. One in three (33%) mentioned driver fatigue, maintaining the increased level reported since CAS 12[3].

Lack of concentration is the fourth most commonly mentioned factor that the community believe is leading to road crashes, mentioned by 11% in CAS 15 as the main cause and increasing to 26% when up to three reasons are given.

At a lower level, though still significant and mentioned by at least one in ten people in their lists of up to three crash causes, the community recognises driver carelessness or negligence (16%), driver inexperience (14%), poor driver attitudes (13%) and road conditions (12%) as potential crash causes.

Other crash causes include drugs (8%), weather (6%), lack of training (6%) and road design (5%).

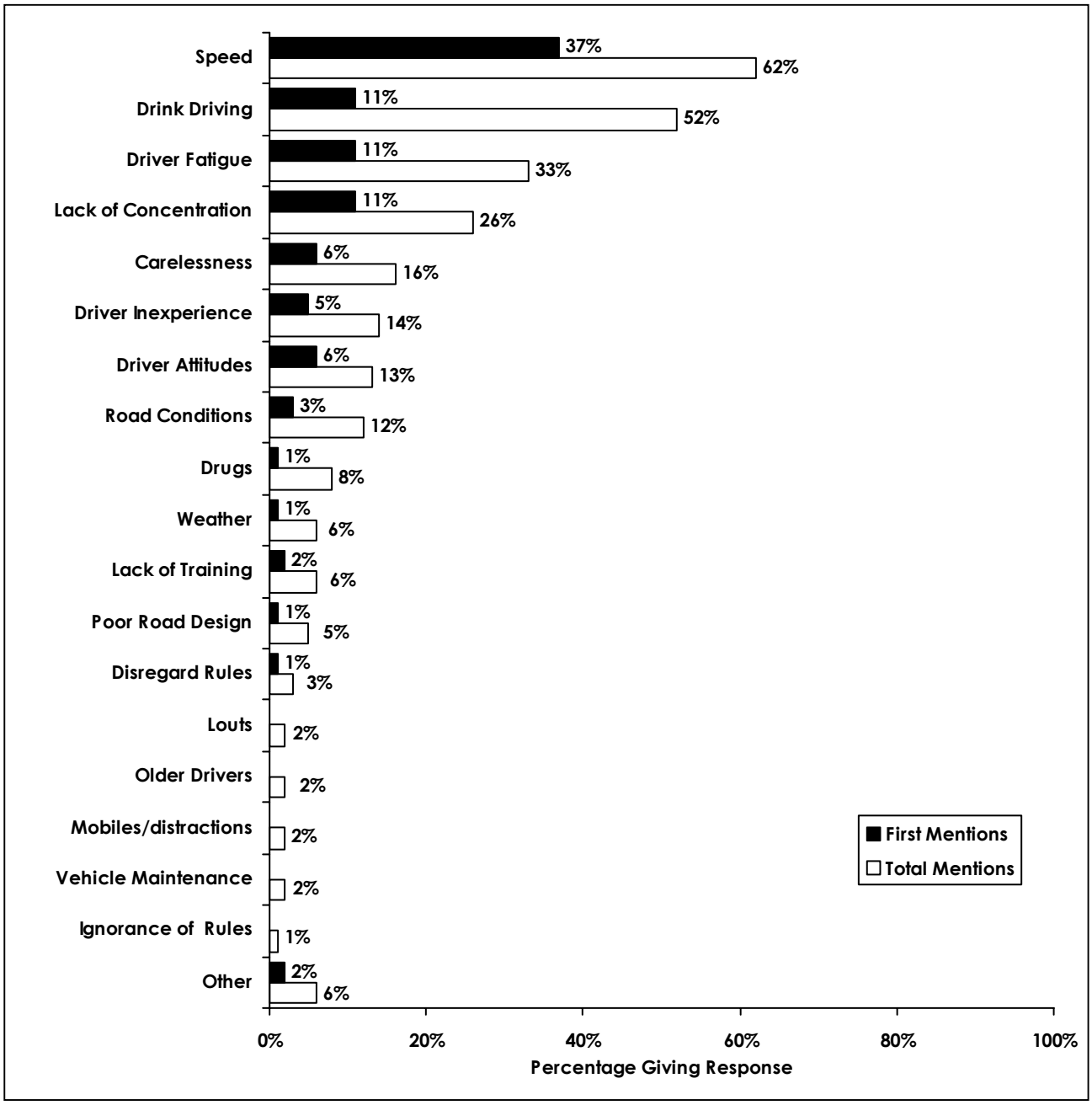
The overall pattern described above is consistent with earlier CAS findings and underlines that the vast majority of the Australian community consider road crashes to be caused mainly by human-related, behavioural factors.

[3] See Appendix II for trend data.

Figure 2 below illustrates the pattern of response on perceived causes of road crashes for this latest survey. Appendix III compares the figures recorded across all measures since CAS 6 (back to 1991).

Figure 2:

Factors contributing to road crashes – CAS 15



Base: Total Sample (n=1563)

Consistent with the earlier surveys, both males (32%) and particularly females (42%) say that speed is the single most common cause of road crashes. This view again increases with age. Just over one in four of the 15-24 years age group in CAS 15 (27%) nominate speed first, compared with 46% in the 60 years and over age group.

While it is clear that all age groups over 24 years refer to speed far more often than to drink driving or any other factor as the single main cause of road crashes, the tendency continues for the 15-24 years age group to mention speed (27%) and drink driving (25%)

with similar frequency. This youngest age group is still the most conscious of drink driving as the main cause of crashes, at an unaided level that is more than twice as high as for all other age groups.

When analysing mentions of the top three crash causes across age and gender (see Table 1), females and the over 40 years age groups continue to be the most inclined to mention speed. However, CAS 15 maintains the increase in top three mentions of speed reported among 15-24 year olds in CAS 14 (to 45%) and now at 51%.

Females (55%) and 15-24 year olds (62%) remain the most conscious of drink driving when all mentions are included.

Reference to driver fatigue as the main cause of road crashes, while still significant at 11% overall, appears to have stabilised after reaching 13% last year. Across the various age groups, the new survey has identified a decrease in the 15-24 age group, from 18% in CAS 14 down to 11% in CAS 15, mentioning fatigue as the main factor. The age group most likely to mention fatigue as the main factor is still the 25-39 years group (16%), similar to last year. The over 60s age group is also still by far the least likely to mention fatigue as the main factor (only 5%).

Following an increase noted last year to 15% of women mentioning driver fatigue as the main crash factor, the CAS 15 result has come back to 10%. Among males, however, mentions of fatigue as the main cause has remained similar to last year at 12%.

When up to three factors are given, fatigue in CAS 15 is mentioned by at least one in three people in all age groups up to 59 years. However, similar to past years, it reaches only 21% among the 60s and over age group. Males under 40 are the most likely group to mention fatigue in their list of crash causes, equally at 42% by the 15-24 and the 25-39 age groups. Last year, females in the under 40 age group accounted for the highest reference to fatigue.

Driver concentration as a crash cause factor continues to be mentioned consistently across males and females and across all age groups.

Table 1 below shows spontaneous mentions in CAS 15 of speed, drink driving, fatigue and lack of concentration across gender and age of the Australian community.

Table 1:
Perception of speed, drink driving, fatigue and lack of concentration as factors that are said to contribute to road crashes: Main factor and all factors mentioned, by gender and age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
Main Factor							
Speed	37	32	42	27	32	43	46
Drink Driving	11	11	11	25	11	7	7
Fatigue	11	12	10	11	16	10	5
Lack of Concentration	11	13	10	12	12	12	8
All Factors (up to 3)							
Speed	62	57	67	51	58	67	69
Drink Driving	52	49	55	64	50	48	52
Fatigue	33	35	32	37	39	34	21
Lack of Concentration	26	25	26	21	25	29	25
Base: Total Sample	1563	780	783	245	447	540	331

As with all other demographic sub-groups of the population, speed is still mentioned far more often than any other factor as the single most likely cause of road crashes across all States and Territories in CAS15. The incidence of mentioning speed in this context remains within a relatively tight band from 31% in the Northern Territory to 43% in the ACT (Table 2).

CAS 15, however, has recorded a substantial increase in mentions of speed in South Australia as the main crash cause, from 30% in CAS 14 to 42% this year.

CAS 14, last year, had noted an increased mention of speed in the Northern Territory, from 26% to 33%, as the main crash cause. This increase has stabilised in CAS 15, at 31%, and both speed and drink driving are again evenly mentioned in the Territory. Prior to CAS 14, there had been more mentions of drink driving than speeding in the NT, as the main reason given for road crashes.

Consistent with recent years of this research, over half of the community in each State and Territory (range 57%-69%) include speed as one of the top three crash causes. Highest incidences in CAS 15 are 69% in Tasmania and 66% in Victoria. CAS 15 has shown significant increases in Victoria (from 60% to 66%), Tasmania (from 62% to 69%), Queensland (from 53% to 58%) and to a lesser extent in South Australia (increasing from 58% to 62%). There has been a decrease in mention of speed as one of three main crash causes in Western Australia, from 63% to 57%.

As noted, Northern Territory residents (at 28% in CAS 15) continue to be more inclined than communities in other locations to refer to drink driving as the main cause of road crashes. This figure is in line with last year (26%) and represents a significant decline on the CAS 12 result of 37%. Notwithstanding this decline in mentions as the main cause of crashes, a high 74% of Northern Territory residents place drink driving in their top three mentions in CAS 15. This propensity to mention drink driving in the Northern Territory continues to be substantially higher than for any other location. Next highest is Tasmania, at 61%.

While mentions overall of fatigue in the list of three main crash causes have remained similar at a national level over the past four years, CAS15 noted some variations between State and Territories compared to CAS 14. Significant increases in mentions have occurred in NSW (up from 33% to 40%) and Western Australia (from 33% to 40%) and to a lesser extent in the Northern Territory (from 39% to 43%). Decreases, however, have occurred in Victoria in particular (down from 27% to just 22%) and from a relatively high base in Queensland (44% to 38%).

Mention of fatigue in the list of three main crash causes in CAS 15 is still lowest in South Australia (at 21%) and in Victoria (22%), compared to a national figure of 33%. These were also the two jurisdictions with the lowest mentions in CAS 14.

Tasmania in particular, plus Western Australia, Victoria and South Australia, continue to record relatively high mentions of lack of concentration as a crash cause, each with around one in five residents nominating this as the main factor leading to road crashes. A high 39% in Tasmania in CAS 15 include this in the list of three main factors. Increases in mentions over the past year have been noted in NSW (now 23%), Victoria (28%) and Queensland (22%) while a substantial increase has occurred in the ACT (up from 20% to 30%).

As was the case in CAS 14, lack of concentration is a crash cause more commonly mentioned in Tasmania than in other jurisdictions.

Table 2 below shows the figures and differences in mentions of speed, drink driving, fatigue and lack of concentration across States and Territories for CAS 15.

Table 2:
Perception of speed, drink driving, fatigue or lack of concentration as factors that contribute to road crashes: Main factor and all factors mentioned, by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Main Factor									
Speed	37	39	38	32	42	36	42	31	43
Drink Driving	11	11	10	12	9	15	11	28	11
Fatigue	11	15	6	14	7	12	4	9	10
Lack of Concentration	11	7	14	12	16	14	19	11	12
All Factors (up to 3)									
Speed	62	63	66	58	62	57	69	58	59
Drink Driving	52	54	52	48	46	57	61	74	51
Fatigue	33	40	22	38	21	40	26	43	40
Lack of Concentration	26	23	28	22	31	29	39	23	30
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Table 3 on the following page compares responses between capital city and country residents in terms of all of the main factors perceived as causes of crashes on Australian roads.

Consistent with previous surveys in the CAS series, speed and drink driving are mentioned with similar frequency across capital city locations and country areas.

CAS 15 has again confirmed a stronger awareness of driver fatigue as a cause of road crashes among the non-metropolitan community. Some 18% in country areas again nominate fatigue as the single main factor leading to road crashes but only 7% do so in the capitals. Reference to fatigue as one of the top three factors remains at 43% in the country, compared to only 28% in capital cities.

CAS 13 (2000) had shown lack of concentration as an issue raised more often in capital cities than elsewhere, though CAS 14 showed less variation between capital cities and country locations. CAS 15 shows lack of concentration as an issue raised more often in capital cities (29%) than elsewhere (20%).

In terms of other factors mentioned by the public in their lists of reasons for road crashes, there are few if any major differences between capital city and country locations (Table 3).

Table 3:
Contributing factors to road crashes: Mentions by Capital city and Non-capital city residents

Main Factors Mentioned (by 5% or more)	*Total* %	*Capital cities* %	*Non-capitals* %
Speed	62	62	62
Drink Driving	52	51	54
Driver Fatigue	33	28	43
Inattention/Lack of Concentration	26	29	20
Carelessness or Negligent Driving	16	17	14
Driver Inexperience or Young Drivers	14	14	14
Driver Attitudes, Behaviour or Impatience	13	14	11
Road Conditions or Traffic Congestion	12	10	15
Drugs (other than alcohol)	8	8	7
Weather Conditions	6	7	6
Lack of driver training	6	6	6
Road design/poor signs	5	5	5
Base: Total Sample	1563	916	647

Up to three responses were allowed.

7. ALCOHOL AND DRINK DRIVING

7.1. Support for Random Breath Testing (RBT)

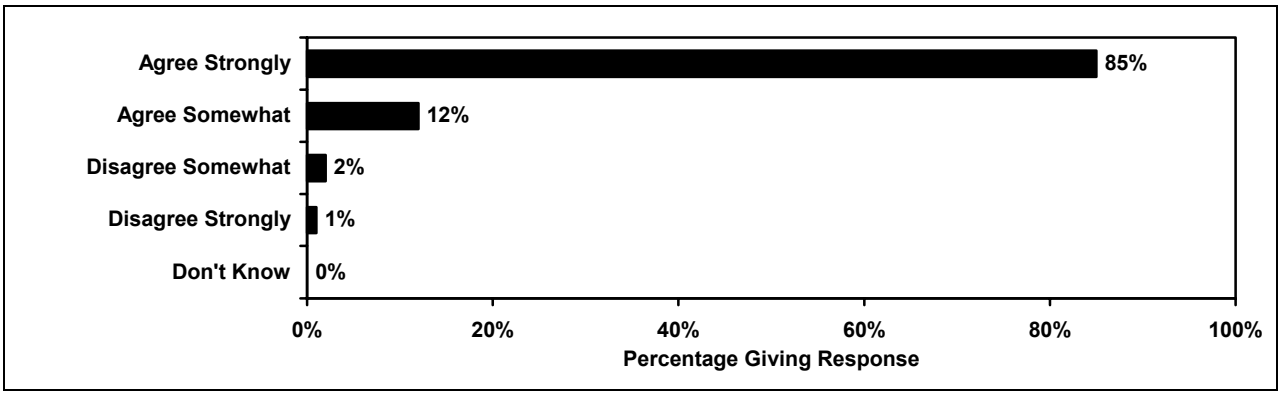
All respondents were asked:

> **'Do you agree or do you disagree with the random breath testing of drivers (RBT)?'**

The community maintains strong and almost universal support for RBT. Consistent with all recent surveys in this series, a high 85% are 'strongly' in favour, with the approval figure now 97% when including those who agree 'somewhat' with RBT.

Figure 3:

Support for random breath testing of drivers



Base: Total Sample (n=1563)

Table 4 shows females (89%) are still more likely than males (81%) to be 'strongly' in favour of RBT. This gap has narrowed over the past year, with an increase in support among males. CAS 14 showed 77% of males 'strongly' in favour of RBT, increasing to 81% this year.

Table 4 shows the findings for RBT support across respondent gender and age.

Table 4:
Support for random breath testing of drivers: by Gender and Age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
Agree Strongly	85	81	89	81	88	82	88
Agree Somewhat	12	15	9	16	10	15	10
Net Agree	**97%**	**96%**	**99%**	**97%**	**98%**	**97%**	**98%**
Disagree Somewhat	2	3	1	2	1	2	0
Disagree Strongly	1	1	0	0	1	0	2
Don't know	0	0	1	1	0	0	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages (net figures may also vary for the same reason)

Very high approval figures are evident across all age groups within each gender. The finding last year of males in the 15-24 year age group (11%) having an above average tendency to disagree with RBT has not been repeated in CAS 15, with each of the male age groups now holding similarly positive attitudes towards RBT.

An historical comparison of community support for RBT is provided in Appendix III. The level of overall approval has never fallen below 96%.

Table 5 shows RBT is supported by at least 95% of residents across all of the States and Territories. Least positive support, though still at a high level, is evident in Western Australia and Tasmania, where 78% and 80% respectively 'strongly' agree with it, compared to the national average of 85%.

Table 5:
Support for random breath testing of drivers: by State and Territory

		State or Territory							
	Total	***NSW***	***VIC***	***QLD***	***SA***	***WA***	***TAS***	***NT***	***ACT***
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Agree Strongly	85	84	86	87	90	78	80	87	89
Agree Somewhat	12	13	13	10	9	17	16	9	9
Net Agree	**97%**	**97%**	**99%**	**97%**	**98%**	**95%**	**96%**	**96%**	**98%**
Disagree Somewhat	2	2	0	2	1	3	3	2	2
Disagree Strongly	1	0	1	1	0	2	1	1	0
Don't know	0	1	0	0	0	0	0	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Residents of capital city and non-capital locations now show equally high support for RBT (both 97%). Previous surveys have shown slightly stronger support in capital city locations than in the non-capital areas.

7.2. Perception of RBT activity in the last two years

All respondents were then asked:

> **'In your opinion, in the last two years, has the amount of random breath testing being done by police increased, stayed the same, or decreased?'**

CAS 15 shows a rise to 39% in the proportion of the community saying that the amount of RBT activity has increased. Previous surveys had been showing a declining proportion with that view, reducing from 46% in CAS 10 down progressively to 34% in CAS 14.

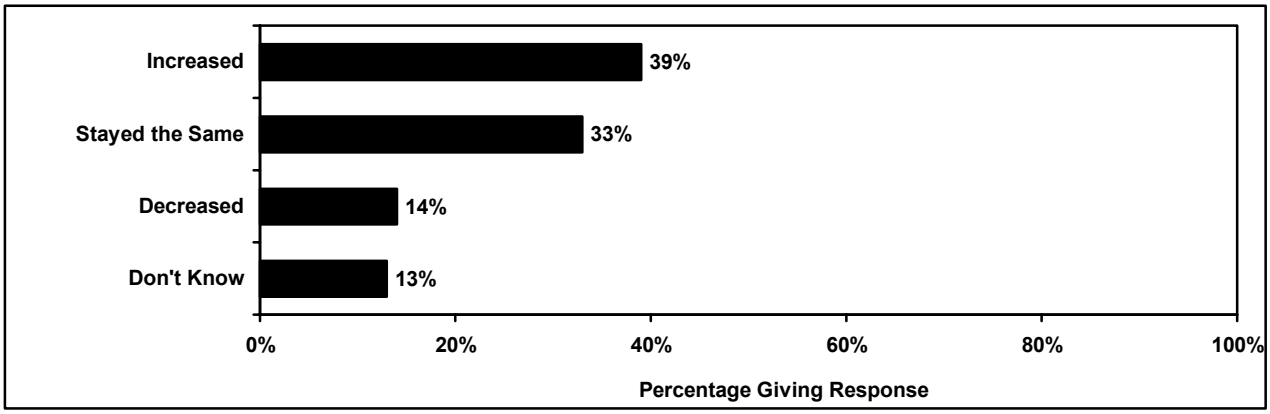
Overall, however, more people still believe that the amount of police RBT activity has increased (39%) rather than decreased (14%).

A consistent three in ten people (33%) in CAS 15 regard the level of RBT activity as unchanged over the last two years, while 13% are undecided.

The findings from CAS 15 on this question are illustrated in Figure 4.

Figure 4:

Perception of RBT activity in the last two years



Base: Total Sample (n=1563)

The table in Appendix III compares these results over time.

Table 6 below shows the responses in CAS 15 across respondent gender and age.

Surveys prior to CAS 13 had noted significantly more females than males holding the opinion that RBT activity had increased. Both CAS 13 and CAS 14 showed the difference to be declining and CAS 15 now shows virtually equal proportions of males (40%) and females (39%) saying RBT activity has increased.

Whereas the youngest (15-24 years) age group had typically been the most likely to say police RBT has increased, the percentage of that age group holding that opinion has been declining over recent years. CAS 15 shows there is now very little difference across the age groups in the proportion who believe that RBT has been increasing (range 41% down to 37% for the 60s and older group).

As shown in Table 6, there is still a high proportion of the community aged over 60 years (25%) who are unable to comment on changes in RBT activity. However, more people in the older age groups than in the younger age groups say that they think RBT activity has decreased.

Table 6:
Perception of RBT activity in the last two years: by Gender and Age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
Increased	39	40	39	41	40	40	37
Stayed the Same	33	35	31	42	38	31	21
Decreased	14	15	14	10	13	15	18
Don't know	13	10	16	7	9	13	25
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Table 7 below shows the perception of an increase in RBT activity across the States and Territories is most common in the Northern Territory (55%), in particular, and also in Victoria (45%). Likelihood of holding that perception is again lowest in the ACT (held by only 28%).

Again directly in line with recent surveys in this series, a perception that there has been a decrease in RBT activity is most likely to have occurred in the ACT (20%), NSW (18%) and in Tasmania (18%) against a national average of 14%.

Table 7:
Perception of RBT activity in the last two years: by State and Territory

		STATE OR TERRITORY							
	Total	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Increased	39	39	45	37	37	36	37	55	28
Stayed the Same	33	31	31	38	36	32	36	26	40
Decreased	14	18	11	13	8	12	18	13	20
Don't know	13	12	13	12	19	20	10	6	13
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

The tendency for residents of non-capital areas to be marginally more likely than people living in the capital cities to believe that RBT activity has increased still exists in CAS 15 though appears to be less apparent than in previous years. Further, the incidence of residents in both capital (38%) and non-capital areas (41%) who believe RBT activity has risen has grown between CAS 14 and CAS 15 - from 32% to 38% in capital cities and from 37% to 41% in the country areas.

CAS 15 figures in response to this question for capital city and non-capital locations are shown in Table 8.

Table 8:
Perception of RBT Activity in the Last Two Years: by Capital City and Non-Capital City Areas

	Total	*Capital Cities*	*Non-Capitals*
	%	*%*	*%*
Increased	39	38	41
Stayed the Same	33	33	33
Decreased	14	14	15
Don't know	13	15	11
Total	100%	100%	100%
Base: Total Sample	1563	916	647

7.3. Exposure to RBT activities in the last six months

All respondents were asked:

> **'Have you seen police conducting random breath testing in the last six months? …**and if yes, **'Have you personally been breath tested in the last six months?'**

Close to three in four people (74%) recall seeing RBT activity in the past six months. This is the highest figure yet recorded in the CAS series, up from 70% last year. The figure had remained constant around 70% since CAS 10. CAS 15 still shows many more males (81%) than females (67%) noticing RBT.

As illustrated in Table 9, awareness of RBT in operation is particularly strong among the 15-24 years age group (82%), dropping only slightly among the 25-39 and 40-59 age groups. Awareness declines markedly after 60 years of age (57%). This pattern has been consistent throughout the survey series.

The proportion of the community who have personally been breath tested in the past six months, at 27% in CAS 15, is also the highest yet recorded (see Appendix III), though at a similar level to the past five years. In line with their higher awareness of RBT and greater likelihood to be driving, males (36%) are again more likely than females (19%) to have been tested in the past six months. CAS 15 shows an increase in males being tested, up from 30% last year.

The under 24s and the over 60s age group (19%) appear less likely than other age groups to have been tested.

Table 9:
Exposure to RBT activity in the last six months: by Gender and Age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
Seen in operation	74	81	67	82	78	76	57
Personally tested	27	36	19	19	34	31	19
Base: Total Sample	1563	780	783	245	447	540	331

The national average for RBT visibility in the past six months in CAS 15 is 74%, reflecting an increase over previous years. During the periods reported in CAS 10-14 (1997-2001), the national incidence of RBT visibility was consistently around 70%, after a steady rise from CAS 6 (see Appendix III).

This increase in RBT visibility noted in CAS 15 has occurred in most of the regions. No State or Territory has shown any notable decrease.

Consistent with CAS 14, however, there is still an overall consistency around the national average evident across the States and Territories in terms of past six months RBT visibility. The range in CAS 15 is from 69% in Queensland, to 78% in the Northern Territory with most regions within the range 72%-75% (Table 10).

Despite a finding of more people seeing RBT, the incidence of being tested in the past six months, at 27% of the community in CAS 15, has been consistent over recent years. However, there is still considerable variation across the States and Territories in the incidence of being tested. The range in CAS 15 is from 19% in NSW, up to 37% in Queensland, 36% in Western Australia and an even higher 44% in the Northern Territory. The ACT (21%), South Australia (21%) and Tasmania (23%) are well below the national average of 27%.

CAS 15 shows a higher incidence of being tested, compared to CAS 14, in Queensland (from 28% to 37%) and Western Australia (from 28% to 36%) and an even stronger increase in the Northern Territory (from 32% to 44%). The only region to report a decrease is the ACT, down from 28% to 21%).

Table 10 below illustrates reported figures for RBT visibility and testing across the nation.

Table 10:
Exposure to RBT activities in the last six months: by State and Territory

		State or Territory							
	Total	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Seen in operation	74	75	75	69	75	72	70	78	73
Personally tested	27	19	30	37	21	36	23	44	21
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Incidence of observing RBT operations remains similar between capital and non-capital locations. However, CAS 15 shows that residents of non-capital areas (31%) are still more likely than residents of capital cities (25%) to have been tested in the prior six months.

Among people who drink and drive, 77% recall RBT activity in the past six months and 32% have reported a personal breath test in that period. Both of these proportions are again slightly above the community averages of 74% and 27% respectively and are consistent with previous surveys.

7.4. Perceived effect of a blood alcohol concentration of .05 on ability to act safely as a pedestrian

Respondents were asked:

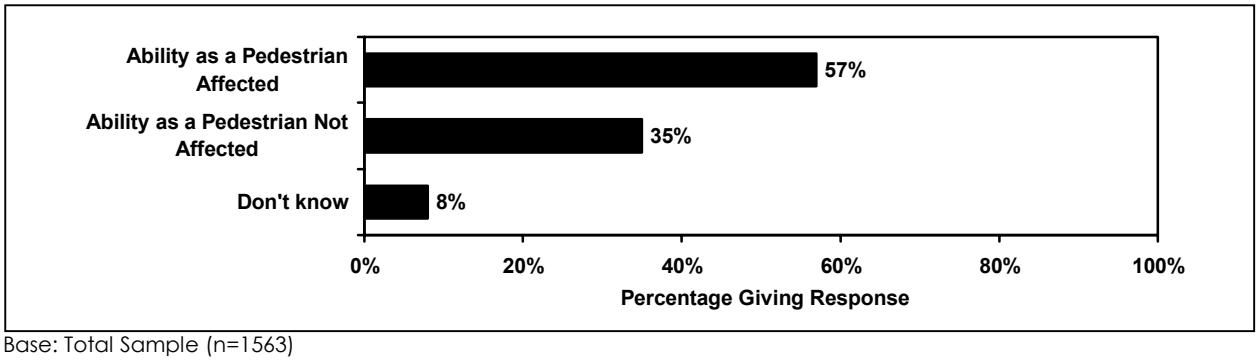
> **'Do you think that a blood alcohol reading of .05 would affect your ability to act safely as a pedestrian in any way?'**

Over half of the Australian community (57%) say their ability as a pedestrian would be affected by a blood alcohol reading (BAC) of .05. This shows an increase over CAS 14 (53%), to the highest level yet recorded.

Figure 5 below highlights the findings for CAS 15, while comparative findings since 1993 (CAS 7) are shown in Appendix III.

Figure 5:

Perceived effect of a BAC of .05 on ability to act safely as a pedestrian



Base: Total Sample (n=1563)

CAS 15 again shows that licence holders who drink and drive (49%) are considerably less likely than those who do not drink and drive (62%) to say that their ability would be affected by a BAC rating of .05. Females (66%) continue to be significantly more likely

than males (49%) to consider a BAC of .05 would affect their ability to act safely as a pedestrian.

A majority of people in each of the 15-24 age group (59%), the 25-39 age group (55%), the 40-59 age group (55%) and those over 59 years (62%) all say that a .05 BAC reading would affect them as a pedestrian. This shows some increase in the perception of alcoholic effect among all of the older age groups, particularly those over 59 years (up from 50% in CAS 14 to 62% in CAS 15). This latter figure is particularly high given the relatively high incidence among this age group (15%) unable to comment on the effect of a .05 BAC reading.

While the tendency across most of the States and Territories is to agree rather than disagree that a reading of .05 will affect a person's own safety as a pedestrian, opinion is more evenly divided among residents of the Northern Territory (46% agree and 46% disagree) and in South Australia (47% agree and 41% disagree). The Northern Territory result in CAS 15 is a reverse of the trend last year when a high 60% said that a .05 BAC would affect them.

No obvious variation on this issue is apparent in CAS 15 between residents in capital and non-capital locations.

Beer drinkers (45%) continue to be less likely than wine drinkers (64%) to perceive an effect of a .05 BAC as a pedestrian. This finding correlates with the results for males, who are more likely to be beer drinkers.

Appendix III contains a comparison of findings since CAS 7 (1993) in relation to the perceived effect of a .05 BAC on safety as a pedestrian.

7.5. Attitudes to Drinking and Driving

All respondents who had ever held a licence were asked:

> ***'Which of the following statements best describes your attitude to drinking and driving? Would that be….***
>
> - ***I don't drink at any time***
> - ***If I am driving, I don't drink***
> - ***If I am driving, I restrict what I drink***
> - ***If I am driving, I do not restrict what I drink.'***

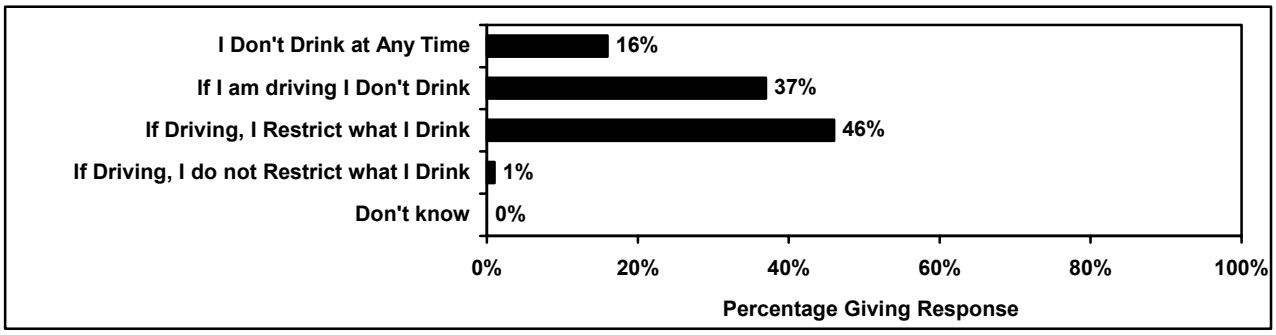
Figure 6 below shows the distribution of responses for the total sample of licence holders in CAS 15.

The pattern of response shows a slight increase in the proportion who drink but restrict their intake when driving, increasing from 43% in CAS 14 to 46% of the licence holding community. Close to four in ten (37%) say that they do not drink if driving and 16% say they never drink at any time.

As in all previous years, less than 1% (0.6% in CAS 15) say they do not restrict their drinking when driving.

Figure 6:

Attitudes Toward Drinking and Driving



Base: Current or Past Licence Holders (n=1438)

Comparative information on attitudes to drinking and driving at a national level, dating back to 1991, is shown in Appendix III.

Table 11 below shows attitudinal or behavioural differences toward drinking and driving by gender and across age groups. Key findings include:

- females who have ever held a licence are once again significantly more likely than males to respond: '*I do not drink at any time*' (19% of females against 13% of males);
- females (41%) are more inclined than males (33%) to say they don't drink when driving;
- males continue to be more likely to say they '*restrict*' what they drink (52% against 39% of females, a figure which increases for males to 67% in the age group 25-59 years);
- 15-24 year olds are still (and increasingly) the most likely to describe themselves by the statement '*if I am driving I do not drink*' (59%). This has increased from 47% last year.

Table 11:
Attitudes Toward drinking and driving: by Gender and Age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
I don't drink at any time	16	13	19	16	8	14	32
If I am driving I do not drink	37	33	41	59	35	31	36
Total: Non-drinkers who have ever held a licence	**53%**	**46%**	**60%**	**75%**	**43%**	**44%**	**68%**
If driving, I restrict what I drink	46	52	39	24	55	55	31
If driving, I don't restrict drinks	1	1	0	1	1	0	0
Total	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1438	741	697	178	438	519	303

Totals may not always add exactly to 100% due to rounding of percentages

CAS 15 suggests there is more consistency across the States and Territories than before, for attitudes to drinking and driving.

Attitudinal findings about drinking and driving across the community as a whole, analysed by State and Territory, are shown in Table 12.

Table 12:
Attitudes toward drinking and driving: by State and Territory

		STATE OR TERRITORY							
	Total	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
I don't drink at any time	16	13	17	16	17	20	20	13	22
If I am driving I do not drink	37	38	36	42	35	29	32	40	41
Total: Non-drinkers who have ever held a licence	***53%***	***52%***	***52%***	***58%***	***52%***	***49%***	***52%***	***53%***	***63%***
If driving I restrict what I drink	46	47	46	41	48	50	47	47	36
If driving, do not restrict drinks	1	1	1	0	0	0	0	1	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Ever held a licence	1438	244	223	208	169	162	146	144	142

Totals may add to over 100% because multiple responses were allowed.

Slightly more people in capital city locations (48%) than in the country locations (43%) say they restrict their alcohol intake when driving. Earlier surveys showed more equal proportions in city and non-city locations saying this.

7.6. Self-Operated Breath Testing Machines

People who have ever held a licence and drink alcohol were told that some hotels and clubs have installed self-operated breath testing machines to allow patrons to test their blood alcohol level before driving their vehicle.

These licence holders who drink were asked:

'Have you used one of these machines in the last six months?'

Reported usage of these machines in the past six months remains low, at 7% of licence holders who drink alcohol. Usage is highest among the 15-24 (13%) and 25-39 (11%) age groups, whilst it is again rare for older people to have done so.

After an increase last year to 22% in the 15-24 year age group using the machines in the prior six months, CAS 15 has show a return to the CAS 13 level among this age group (13%). However, there are now signs of an increase in usage by the 25-39 age group, particularly among males.

Table 13 shows the incidence of usage of breath testing machines in the last six months across each of four age groups who are licensed and who drink, within gender. These findings should, however, be treated with some care due to fairly small sample sizes in some of these demographic groups.

Table 13:
Use of a Self Operated Breath Testing Machine in the Last Six Months: by Age Within Gender

		Males by age group				*Females by age group*			
	Total	*15-24*	*25-39*	*40-59*	*60+*	*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Used the Machine	7	17	15	2	6	7	7	2	1
Base: Licence holders who drink	1196	79	195	238	125	65	204	199	91

While use of breath testing machines remains at a relatively low level both nationally and within all States and Territories across the licensed community who drink, as a whole, the incidence of use is highest in NSW (11%), the ACT (9%) and Western Australia (9%).

Licence holders who drink were then asked about their likelihood of using a breath testing machine:

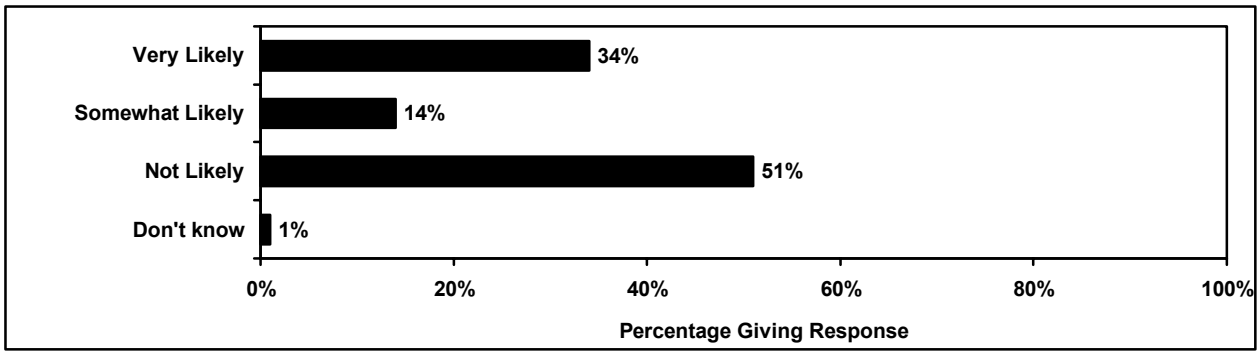
'If you had the opportunity, how likely would you be to test your breath to decide whether or not you are fit to drive?'

CAS 15 shows strong similarity with last year's findings in terms of being 'very' likely to perform a self-test if available, with 34% saying they would be 'very' likely, and a further 14% 'somewhat' likely to do so. Similar to CAS 14, the new findings maintain the increase over CAS 12 in 1999, when only 28% of licence holders who drink were 'very' likely to use the machine.

Comparative information over time on past use and likelihood of using a self-operated breath-testing machine is shown in Appendix III. Findings for CAS 15 are shown below in Figure 7.

Figure 7:

Likelihood of Using a Self-Operated Breath Testing Machine



Base: Licence Holders Who Ever Drink (N=1196)

Although CAS 14 found a higher proportion of females (38%) than males (30%) 'very' likely to use a breath testing machine, CAS 15 reports figures more in line with earlier surveys with similar levels of interest in use of breath-testing machines between males and females (both 34%).

As has been shown in all previous surveys, the level of interest in self-operated breath testing machines declines with age. In CAS 15, interest is most evident among licence holders (who drink) in the 15-24 year age group (44% 'very' likely), and particularly among the males in that age group (48% 'very' likely). However, while 15-24 year olds are the most likely to support this concept, the proportion in that age group who are now 'very' likely to use the machine has declined from 56% in CAS 13 to 44% in CAS 15.

Table 14 below analyses the interest level found in CAS 15, by gender and by age group.

Table 14:
Likelihood of using a self operated breath testing machine: by Gender and Age

		Gender		Age			
	Total	*Male*	*Female*	*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*
Very likely to use	34	34	34	44	34	34	24
Somewhat likely to use	14	16	13	16	14	15	12
Unlikely to use	51	50	53	39	52	51	61
Undecided	1	1	1	1	0	0	2
Total	100%	100%	100%	100%	100%	100%	100%
Base: Licence holders who drink	1196	637	559	144	399	437	216

Totals may not always add exactly to 100% due to rounding of percentages

The range across all States and Territories for being 'very' likely to use a self-operated breath testing device varies from 28% in Queensland to 45% in Tasmania, among licensed drivers who drink. Other States or Territories with at least four in ten who are 'very' likely to use such a device in CAS 15 are the ACT (42%), Western Australia (41%) and the Northern Territory (40%).

7.7. Alcohol Consumption Guidelines

All respondents in the survey were informed that there are guidelines stating that a person of their gender can drink so many standard drinks in the first hour and then so many each hour after that, to stay under the .05 BAC limit. Respondents were then asked:

> **'How many standard drinks do they say a (say Gender of the respondent) can have in the first hour to stay under .05?'…**and then,
>
> **'How many drinks each hour after that will keep you under .05?'**

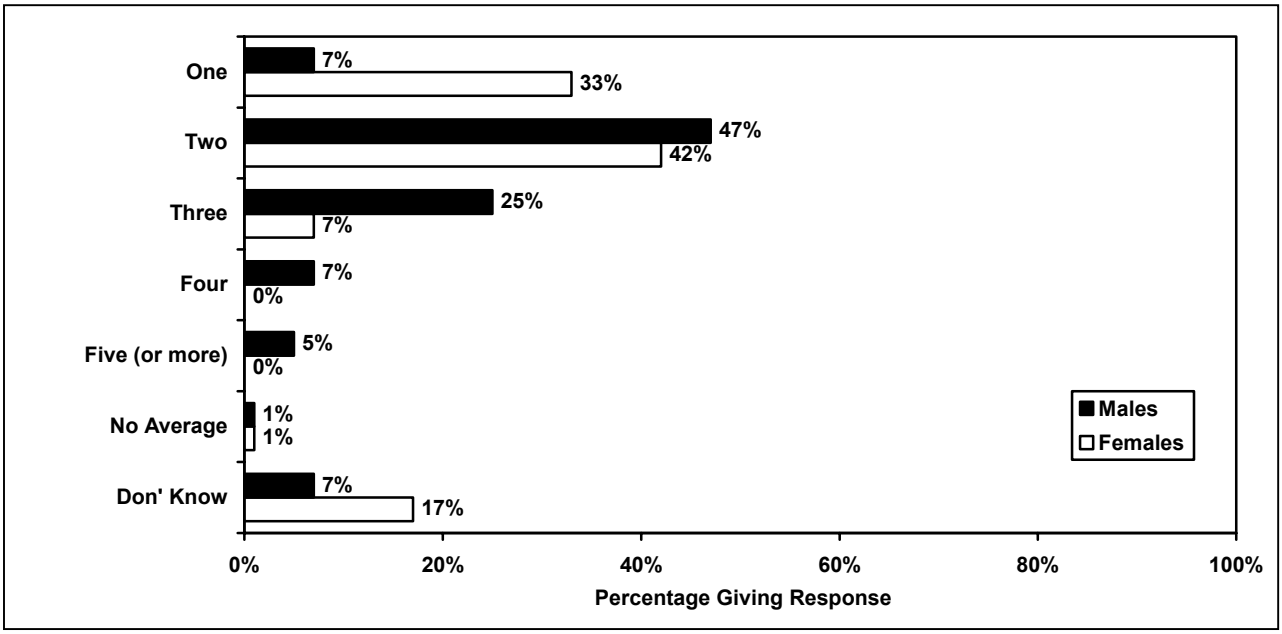
7.7.1. First Hour

Figure 8 on the next page illustrates national perceptions of the number of standard drinks that people of their gender can have in the first hour of drinking and stay under .05.

The published guidelines stipulate two standard drinks for males and one for females, in the first hour.

Figure 8:

Alcohol consumption guidelines - Number of standard drinks in the first hour: by Gender



Base: Total Sample (males = 780, females = 783)
A very small number of responses such as 0.5 and 1.5 have been rounded up to whole numbers.

Consistently with previous surveys in this series, CAS 15 shows 7% of males nominate only one standard drink (or less) in the first hour. Close to half (47%) correctly state that two drinks are acceptable. A further one in four (25%) say three standard drinks, while 12% nominate more than three drinks in the first hour is acceptable. Close to one in ten (8%) cannot provide any answer while 1% maintain there is no standard number.

This pattern still shows under half of all males are aware of the correct number of standard drinks (two) that are acceptable in the first hour. More than one in three males (37%) give an answer of more than two standard drinks.

However, the overall pattern over time suggests a long-term gradual increase in the proportion of males aware of the guideline of two standard drinks in the first hour (Appendix III).

Among females, CAS 15 has shown a further increase in the proportion of women correctly believing they can have one standard drink in the first hour, now 33% compared to 30% in CAS 14 and only 24% in CAS 13. A higher proportion of females (42%) still believe that up to two drinks in the first hour is the current guideline. 7% mention three drinks as acceptable though less than 1% suggest more than three.

A high 17% of females, still largely accounted for by the older age groups, are unable to provide an answer.

Again in line with previous surveys, awareness of the correct number of standard drinks in the first hour decreases strongly with age for both males and females. Close to three in five males aged 15-24 (59%) nominate two standard drinks, decreasing to some 38% of the over 60s males. A relatively high 27% of the males aged 24-39 and 30% in the 40-59 age group say the first hour guideline is three standard drinks. Males over 60 (20%) show a relatively high propensity not to be able to provide a response to this question.

The younger female age groups display the highest awareness of one standard drink in the first hour – 38% of those aged 15-24 and 42% of those aged 25-39. Only 21% of the over 60s age group nominate one standard drink to stay under .05.

As a general guide, females continue to be more likely to consider two drinks rather than one drink in the first hour as the appropriate number.

A high 17% of all women, increasing with age, cannot give any guideline on the acceptable number of standard drinks in the first hour.

Table 15 shows the responses by males and females and different age groups within gender on the question of the recommended number of standard drinks they can have and stay under .05 BAC.

Table 15:
Alcohol consumption guidelines - Number of standard drinks in the first hour: by Gender and Age within Gender

	Total Male	*Males by age group*				*Total Female*	*Females by age group*			
		15-24	*25-39*	*40-59*	*60+*		*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
One	7	10	7	9	4	33	38	42	28	21
Two	47	59	53	40	38	42	47	41	44	37
Three	25	17	27	30	20	7	6	5	8	10
Four	7	2	4	10	10	0	0	0	0	0
Five (or more)	5	2	5	6	6	0	0	0	1	0
No Average	1	0	0	0	3	1	3	0	0	1
Don't know	8	9	3	6	20	17	6	11	19	30
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	780	124	212	281	163	783	121	235	259	168

Totals may not always add exactly to 100% due to rounding of percentages
A very small number of responses such as 0.5 and 1.5 have been rounded up to whole numbers.

Tables 16 and 17 below compare gender knowledge of the standard number of drinks in the first hour to stay under .05 across each of the States and Territories. These findings should be treated as indicative only, given the relatively small base sizes for each gender, and therefore particular care should be taken in their evaluation.

As illustrated in Table 16, males in Tasmania and in Victoria have the highest tendency to overstate the number of drinks that can be consumed in the first hour in order to stay within the .05 limit. These States have shown that trend for the past seven consecutive survey periods. An exception is South Australia this year, which, at 39% in CAS 15, now appears closer to the national male average of 37% for nominating more than two drinks in the first hour.

Males in the remaining States and Territories are all close to or below that national average of 37% who say the standard is more than two drinks in the first hour.

The highest incidence among males in CAS 15 for knowing the correct 'first hour' guideline of two drinks occurs in Queensland (53%) and NSW (52%) against a national average of 47%. A relatively high 19% of males in the ACT and 13% in Western Australia say that the guideline is only one drink in the first hour.

Table 16:
Alcohol consumption guidelines: Number of standard drinks in the first hour: Males by State and Territory

	Total Males	*State or Territory*							
		NSW	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
One	7	6	7	6	6	13	7	10	19
Two	47	52	39	53	44	45	25	47	48
Three	25	28	26	23	22	17	37	23	22
Four	7	3	10	4	16	10	10	13	2
Five (or more)	5	4	12	2	1	3	8	1	0
No average	1	0	1	1	2	0	3	1	1
Don't know	8	7	6	12	10	11	10	5	8
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Male Sample	775	133	125	109	90	88	79	79	77

Totals may not always add exactly to 100% due to rounding of percentages.
A very small number of responses such as 0.5 and 1.5 have been rounded up to whole numbers.

CAS 15 findings among females across States and Territories are shown below in Table 17. Again, the relatively small gender and age base sizes within each region should be taken into account when assessing these findings.

Against a national average of 33% of females correctly saying the guideline for staying under .05 is no more than one standard drink, the highest incidence of a correct response has come from Queensland (45%), ahead of the ACT (38%) and NSW (37%). Least likelihood of saying one standard drink among women as the guideline still occurs in South Australia (18%) in particular and also in Tasmania (22%) and in Victoria (24%).

The relatively high numbers of females (49%) across all States and Territories believing two drinks or more in the first hour is the guideline should again be noted. The finding in CAS 14 for the proportion of females saying more than one standard drink in the first hour was 45%.

Table 17:
Alcohol consumption guidelines: Number of standard drinks in the first hour: Females by State and Territory

	Total Females	*State or Territory*							
		NSW	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
One	33	37	24	45	18	31	22	33	38
Two	42	41	42	40	52	42	40	45	45
Three	7	6	10	3	13	6	9	5	3
Four	0	0	0	0	0	0	3	3	0
Five (or more)	0	0	1	0	0	0	0	1	0
No average	1	1	1	0	1	2	0	4	2
Don't know	17	16	21	12	17	19	26	8	12
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Female Sample	783	135	125	110	90	89	79	78	77

Totals may not always add exactly to 100% due to rounding of percentages.
A very small number of responses such as 0.5 and 1.5 have been rounded up to whole numbers.

7.7.2. After the First Hour

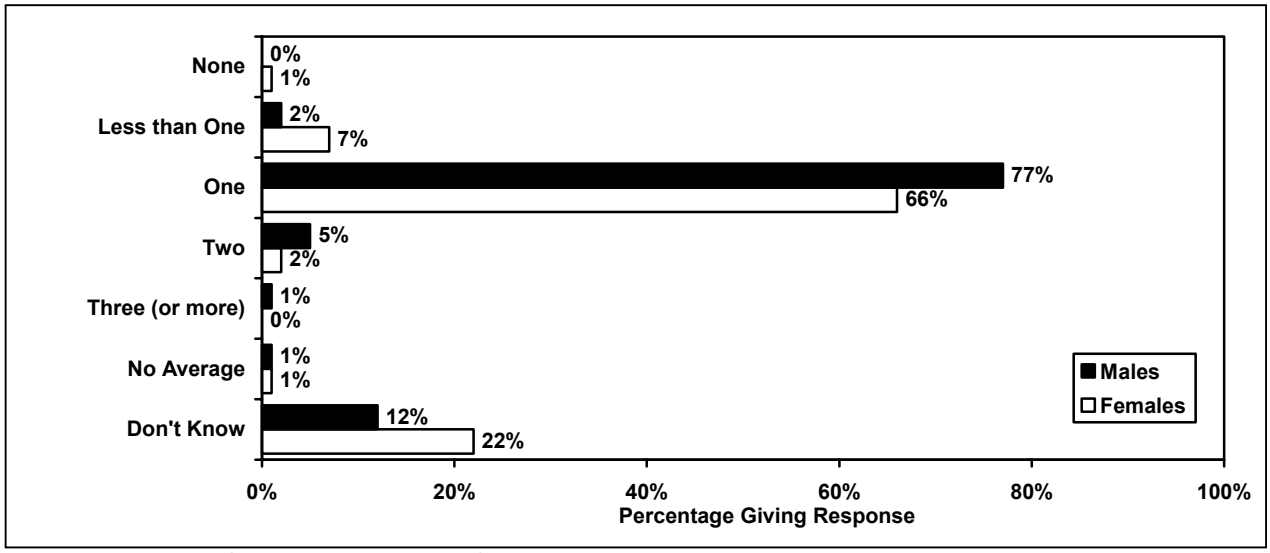
When asked about the consumption guideline after the first hour to keep the BAC under .05, the majority of males (77%) and females (66%) correctly say one drink per hour (Figure 9). These figures are marginally above the CAS 14 findings for both males and females.

A further 2% of males and 7% of females in CAS 15 nominate less than one drink per hour.

There are still high proportions of both males (12%) and females (22%) who cannot give any response to the post-first hour guideline, and relatively few of either gender suggest more than one drink per hour after the first hour. By far the majority say the guideline is just one drink per hour.

Figure 9:

Alcohol Consumption Guidelines - Number of Standard Drinks after the First Hour: by Gender



Base: Total Sample (Males 780, Females 783)
A very small number of responses such as 0.5 and 1.5 have been rounded up to whole numbers.

CAS 15 shows quite marked variations across the States and Territories in terms of male awareness of the correct 'one drink per hour after the first hour' guideline. The Northern Territory (85%) and NSW (84%) have the highest incidence of saying the correct guideline followed by the ACT (81%), against the national male average of 77%. Lowest 'correct' response comes from South Australia (68%) and Tasmania (71%).

There are also marked variations across the States and Territories in terms of female awareness of the correct 'one drink per hour after the first hour' guideline. Queensland (73%) and NSW (72%) show the highest 'correct' incidence ahead of the ACT (67%,) against the national average of 66% for females. Lowest 'correct' response comes from Tasmania (55%) and Victoria (56%).

As in all previous surveys in this CAS series, the standard drink 'per hour' guidelines are best known among people who drink and drive. Among these drivers who drink, 81% of males and 84% of females are within one drink of the number specified by the guidelines for their sex in the first hour.

Similarly, most licence holders who drink and drive (84% of males and 83% of females) correctly state one drink or less for each hour thereafter.

Figures comparing licence holders who do not drink and drive and those who do drink and drive are presented below in Table 18. They are consistent with previous surveys and again show a higher awareness of the guidelines among those who drink and drive.

Table 18:
Alcohol Consumption Guidelines: First Hour and Each Hour After: by whether they Drink when they Drive, within Gender

	Gender			
	Males		*Females*	
	Don't Drink or Not if Driving %	*Drink if Driving %*	*Don't Drink or Not if Driving %*	*Drink if Driving %*
First hour				
One (or less)	9	6	31	42
Two	43	50	41	42
Three	26	25	5	8
Four	5	8	0	0
Five (or more)	4	6	0	1
No average	1	1	1	0
Don't know	12	4	22	8
Total	100%	100%	100%	100%
Each hour after first				
Less than One	3	2	7	6
One	75	82	60	77
Two	5	5	3	1
Three (or more)	1	1	0	0
No average	1	1	1	2
(Don't know)	15	8	28	13
Total	100%	100%	100%	100%
Base: Ever Held A Licence	344	397	434	262

A very small number of responses such as 1.5 and 2.5 have been rounded up to whole numbers.

These questions on alcohol consumption guidelines have been asked since CAS 7 (1993). Comparative findings over time are shown in Appendix III.

7.8. Main Type of Alcoholic Beverage Consumed

All respondents who ever drink and who have ever held a licence were asked:

'What types of alcoholic beverages do you mainly drink?'[4]

CAS 15 confirms beer and wine as still the most common alcoholic beverages consumed by licence holders. Close to half (46%) of licence holders who consume alcohol mainly drink beer and 39% mainly drink wine or champagne. One in three (33%) drink mainly spirits or mixed drinks. Full strength beer (30%) remains more popular than light beer (21%)[5]. Despite some variability from year to year, there has been very little change in drink preferences overall, over the past eight to nine years at least.

[4] Multiple answers were allowed
[5] Again, multiple beer answers were allowed

Beer (both full strength and light) is still by far the most preferred drink among males, with a majority in all age groups nominating beer as a main drink. Light beer increases in usage as age increases but is generally uncommon for young males. Only 5% of males under 24 mention light beer against 46% among males aged over 60.

Apart from full strength beer (consumed as a main drink by 54%), young males also show high likelihood of drinking mixed drinks, spirits and liqueurs (48%) as a main drink[6].

Light beer consumption continues to be most popular with males over 40 years of age. Males in the 25-39 year age group show strong interest in mixed drinks, spirits and liqueurs (36%). Wine and champagne increases in appeal for males over the age of 40 years, with a compensating decrease in usage of mixed drinks.

Female licence holders who drink favour wine or champagne (56%) or mixed drinks (40%), ahead of beer (18%). They are evenly divided in preference for full or light beer.

Preference for wine increases strongly with age, particularly over 40, while female drivers under 24 years (66%, small sample), continue to choose mixed drinks most often.

The responses to this question are shown in Table 19, below.

Table 19:
Types of alcoholic beverages consumed by licence holders who drink: by Age within Gender

		Males				*Females*			
	Total	*15-24*	*25-39*	*40-59*	*60+*	*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Full strength beer	30	54	54	48	33	16	12	8	4
Light beer	21	5	26	40	46	8	7	14	16
Net: Beer	**46**	**57**	**69**	**79**	**72**	**24**	**17**	**18**	**16**
Wine/ Champagne	39	8	18	32	30	15	49	70	75
Mixed drinks/spirits /liqueurs	33	48	36	15	11	66	52	30	15
Alcoholic cider	1	0	1	1	0	3	1	2	0
Don't drink enough to say	3	5	2	3	3	4	1	1	5
Base: Ever held a Licence and Ever Drink	1196	79	195	238	125	65	204	199	91

Multiple responses allowed

A comparison of the proportions of licence holders drinking beer, wine or mixed drinks over time is shown in Appendix III.

7.9. Awareness of standard drinks contained in 375ml of full strength beer and a 750ml bottle of wine among licence holders who drink

Two sub-groups of respondents were formed from the information about the main type of beverage consumed:

- those who drink mainly beer (46%); and
- those who drink mainly wine or champagne (39%).

[6] Small base size should be noted

These groups are not mutually exclusive. Respondents could be included in both groups if they reported regularly drinking both wine and beer.

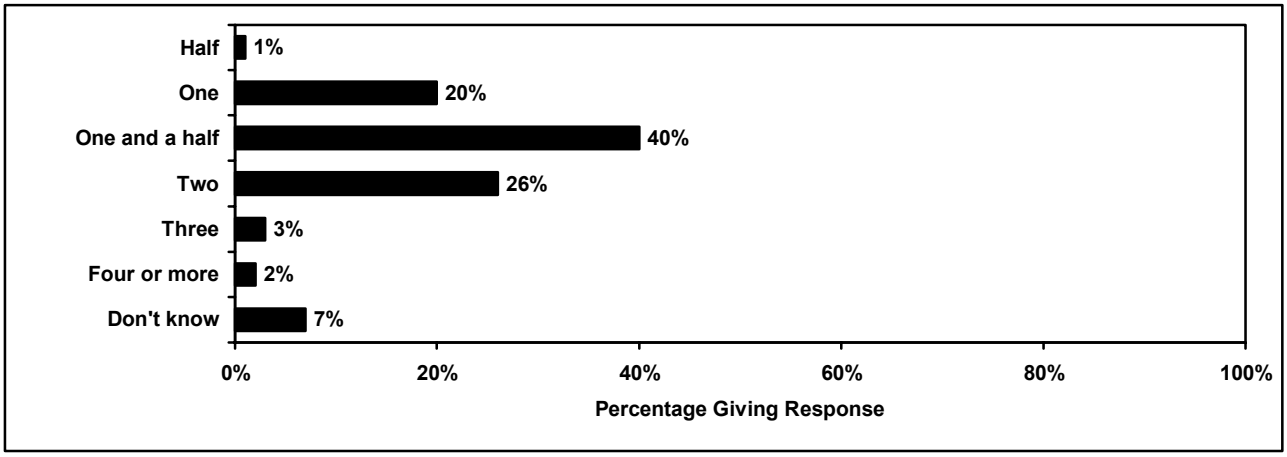
Beer drinkers, either full strength or light, who have ever held a licence, were asked:

'How many standard drinks do you think are contained in a stubby or a can (375ml) of full strength beer?'

Among licence holders who drink beer, 40% (down from 49% last year) give the correct answer of 'one and a half'. The more conservative estimate of 'two' continues to be the next most frequent response (26%). Overall, 21% of these beer drinkers (up from 13% in CAS 14) underestimate the number of standard drinks in a 375ml can. Some 7% of beer drinkers are unable to comment (Figure 10).

Figure 10:

Perceived number of standard drinks in a stubby or can of full strength beer



Base: Beer Drinkers who Ever Held a Licence (N=586)

Similarly, wine drinkers who have ever held a license were asked:

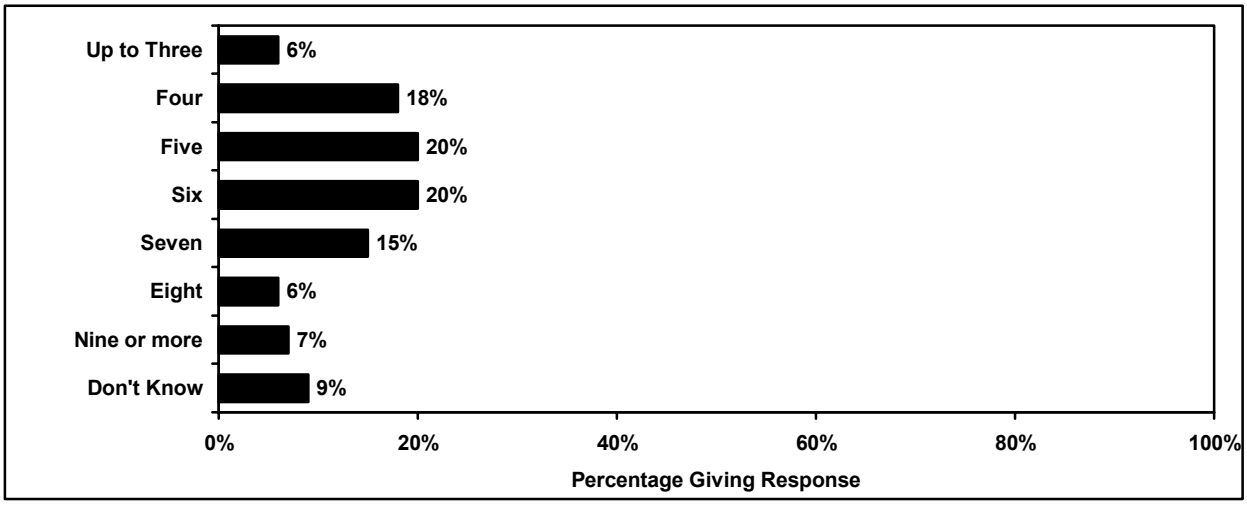
'How many standard drinks do you think are contained in a bottle (750 ml) of wine?'

A 750ml bottle of wine contains approximately seven standard drinks. That response was given by 15% of wine drinkers. Most wine drinkers (64%) continue to believe that a 750ml bottle contains less than seven standard drinks. Only 13% say that it contains more than seven drinks.

The finding that wine drinkers are prone to underestimate the correct number of drinks in a 750ml bottle has been consistent over time. Close to one in ten (9%) cannot provide an answer (Figure 11).

Figure 11:

Perceived Number of Standard Drinks in a 750ml Bottle of Wine



Base: Wine Drinkers who Ever Held a Licence (N=489)

Estimates of the number of standard drinks in a 375ml beer container and a 750ml wine bottle since CAS 8 (1995) are shown in Appendix III.

8. SPEED

8.1. Perception of changes in speed enforcement in the last two years

All respondents were asked:

> **'In your opinion, in the last two years, has there been a change in the amount of speed enforcement carried out by police? Has the amount of speed enforcement increased, stayed the same or decreased?**

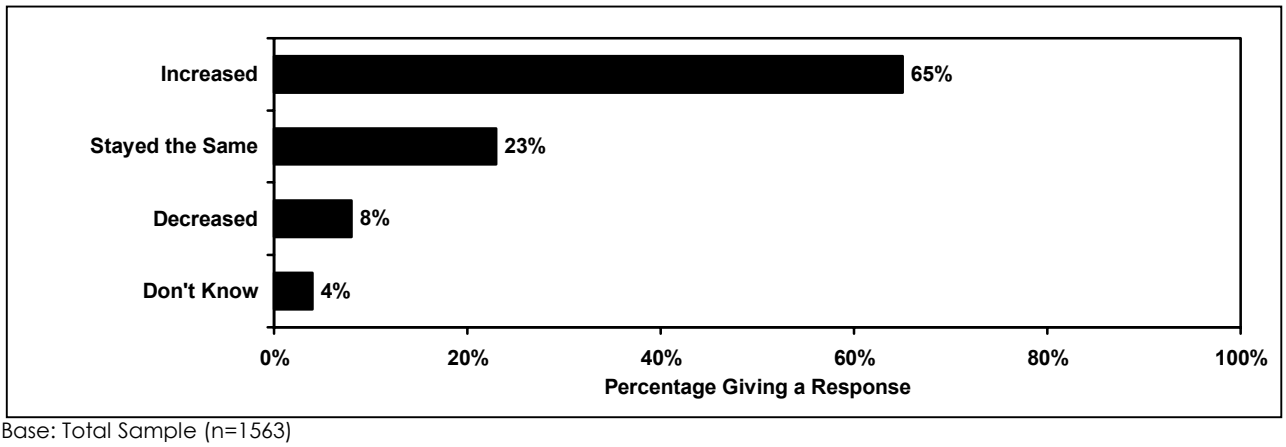
The proportion of the community believing that the police are now carrying out more speed enforcement has increased from 58% in CAS 14 to 65% this year. This CAS 15 result is more in line with the higher levels recorded in CAS 10-13 (Appendix III), following the decline in this response reported last year.

Around one in four people (23%) hold the opinion that the amount of enforcement has not changed while only 8% say it has decreased over the past two years.

Figure 12 illustrates the CAS 15 findings on this issue.

Figure 12:

Perception of changes in speed enforcement in the last two years



Base: Total Sample (n=1563)

A majority of both males (68%) and females (63%) overall and also a majority across each age group feel speed enforcement has increased in the last two years.

The results for CAS 15 across the age groups, within each gender, are shown below in Table 20.

Table 20:
Perception of changes in speed enforcement in the last two years: by Age within Gender

	Total Male	*Males by age group*				*Total Female*	*Females by age group*			
		15-24	*25-39*	*40-59*	*60+*		*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Increased	68	65	72	74	54	63	67	70	59	58
Stayed the Same	22	23	25	15	28	24	27	24	26	20
Decreased	8	8	3	7	16	8	4	5	9	12
Don't know	3	3	1	4	3	5	2	1	6	9
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	780	124	212	281	163	783	121	235	259	168

Totals may not always add exactly to 100% due to rounding of percentages

Consistent with previous surveys, the group of drivers who have been booked for speeding is significantly above the average in thinking that speed enforcement activity has increased. A high 83% of those booked within the last six months (8% of past or current licence holders) feel the police have been more active on speed enforcement. A similarly high proportion (82%) of those booked up to two years ago (21% of past or current licence holders) agree with that view on increased activity. The average across the nation in CAS 15, as noted, is 65%.

More detail on incidence of being booked for speeding is shown under the next heading (8.2 below).

The regions most likely to say that speed enforcement activity has increased in CAS 15 are Queensland (74%), Victoria (70%) and the Northern Territory (70%). The figures for Victoria and Queensland show a significant increase since CAS 14, whereas the result in the ACT has declined, from 74% (well above the average in CAS 14) to 62% and below the CAS 15 average. CAS 15 shows a substantial growth in Victoria, from only 51% in CAS 14 to 70% in CAS 15, thinking there has been an increase in police activity on speed enforcement. In CAS 14, Victoria showed by far the lowest likelihood of perceiving any increased police activity on speed enforcement.

Table 21 shows regional differences in Australia for perceptions of speed enforcement in CAS 15.

Table 21:
Perception of changes in speed enforcement in the last two years: by State and Territory

		State or Territory							
	Total	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Increased	65	59	70	74	66	60	64	70	62
Stayed the Same	23	27	18	18	27	29	22	23	22
Decreased	8	11	7	5	2	7	9	7	7
Don't Know	4	3	4	3	5	4	5	1	8
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Traditionally, the CAS series has shown a tendency for people in country locations to be more inclined than those in the capital cities to say that speed enforcement activity is increasing. This is again evident in CAS 15, with the finding that 71% of non-capital-city against 63% of capital city residents say speed enforcement has increased over the past two years.

8.2. Incidence of Being Booked for Speeding

Respondents who have ever held a licence were asked:

> **'Have you personally been booked for speeding in the last 2 years?'**
> and if so,
>
> **'Have you personally been booked for speeding in the last 6 months?'**

As noted in Section 8.1, one in five nationally (21%) who have ever held a licence have been booked for speeding in the past two years and 8% have been booked in the past six months. These figures are consistent with earlier surveys. Appendix III illustrates responses over time.

In line with previous years and seemingly to an even greater extent this year, male drivers (28%) are significantly more likely than females (13%) to say they have been booked for speeding in the last two years, and also in the past six months (10% of males versus 5% of females).

CAS 15 shows the 25-39 years age group as the most likely to say they have been booked in the last two years (29% of past or present licence holders), ahead of those aged 15-24 (22%). This younger age group had previously shown the highest incidence across the age groups. However, when looking at the incidence of being booked in the past six months, it is still the youngest age group that shows the highest incidence, at 12%, ahead of the 25-39 (8%) and the 40-59 age groups (7%). Likelihood of having been booked at any time in the past two years remains least among the age group aged 60 and over.

Table 22 provides more detail on the incidence of being booked for speeding, by gender and age of licence holder.

Table 22:
Incidence of being booked for speeding: by Gender and Age

		Gender		*Age*			
	Total	*Male*	*Female*	*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*
Booked in Last Two Years	21	28	13	22	29	18	11
Booked in Last Six Months	8	10	5	12	8	7	4
Base: Ever Held a Licence	1441	743	698	181	438	519	303

Table 23 below illustrates regional incidence of being booked for speeding in the past two years and in the past six months.

Western Australian drivers have accounted for one of the highest incidences of past two year speeding infringements for the last four surveys in this series. CAS 15 shows 34% of licence holders in that State having been booked in the past two years, against the national average of 21%.

Northern Territory drivers (37% in CAS 15) are again reporting a high incidence of being booked for speeding in the past two years, ahead of CAS 13 finding (32%), after falling last year to the national average figure of 19%. NSW drivers are still the least likely to have been booked for speeding in the past two years (16% in CAS 15) and are also least likely (5%) with Tasmania (4%) to have been booked in the past six months.

Reporting of past-six-month infringements for speeding is again most pronounced in Western Australia (15%, well above the national average of 8%). Next highest is the Northern Territory, at 12% (Table 23).

Table 23:
Incidence of being booked for speeding: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Last two years									
Booked:	21	16	24	18	21	34	21	37	21
Driven but Not Booked	79	83	76	81	78	65	79	63	79
Last six months									
Booked:	8	5	9	7	9	15	4	12	9
Driven but Not Booked:	92	94	91	93	91	84	96	88	91
Base: Ever Held a Licence	1441	244	223	208	169	163	147	145	142

Totals may not always add to exactly 100% as some respondents had not driven or the percentages are rounded

Similarly to CAS 14, there is currently little difference in likelihood of incurring a speeding infringement booking between residents in capital cities versus non-capital areas.

A correlation is again evident between the reported incidence of being booked for speeding and driving long distances. At least one in ten (11%) of people in CAS 15 who have driven at least 50 kilometres from home at least once a week say they received a speeding ticket in the past six months, against an average for all drivers of 8%. Among that same group of drivers, 26% have received a speeding ticket in the past two years, compared with a national average of 21%.

8.3. Reported Changes in Driving Speed in the Last Two Years

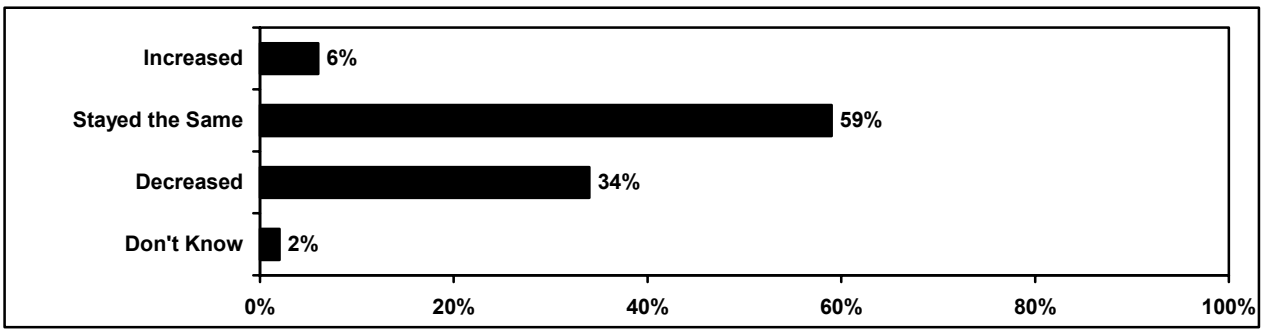
All licence holders who have driven in the last two years were asked:

> **'In the last 2 years has your driving speed generally increased, stayed the same, or decreased?'**

Consistent with recent surveys in this series, three in five licence holders (59%) say that their driving speed has remained unchanged in the last two years, while 34% say they have reduced their driving speed. Relatively few drivers (6%) say their speeds have increased. These findings are shown in Figure 13, with historical comparisons in Appendix III.

Figure 13:

Reported Changes in Driving Speed in the Last Two Years



Base: Driven in the Last Two Years (n=1434)

Drivers under 25 years continue to be the most likely to say their speed has increased (16%, similar to CAS 14). Only 5% of the 25-39 age group say their driving speeds have increased. Even fewer drivers aged 40-59 and over 60 (3% each) say they have increased their speeds in the past two years.

Among drivers who have received a speeding ticket in the last two years, 49% believe that their speed has stayed the same in that time, 41% say it has decreased but 10% say it has increased. These figures follow a similar pattern to findings in previous surveys.

Against a national average of 59%, the majority in most States and Territories maintain that there has been no change in their driving speed over the past two years. Exceptions are Victoria (49%) and Western Australia (48%). All other States and Territories in CAS 15 show that they have not changed their speed, in the range 63%-67%.

No State or Territory shows more than 8% reporting an increase in speed over the last two years.

The locations most commonly reporting a decrease in driving speed this year are Victoria (again) and Western Australia. The proportion of Victorians indicating a decline in speed has moved sharply from 21% in CAS 12 (1999) to 45% this year. The proportion of drivers in Western Australia saying they have reduced their speed has grown from 27% last year to 46% in CAS 15. Police in both of these jurisdictions have publicly announced plans for stricter enforcement of speed limits in the last year.

Findings in relation to self-reported changes in driving speed in the last two years across States and Territories are shown in Table 24.

Table 24:
Reported changes in driving speed in the last two years: by State and Territory

Drivers say their speeds have….	*Total*	*State or Territory*							
		NSW	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Increased	6	5	6	7	8	4	4	8	5
Stayed the same	59	63	49	65	66	48	67	66	66
Decreased	34	30	45	26	24	46	29	25	28
Don't know	2	2	0	2	2	2	0	1	2
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the Last Two Years	1410	236	222	202	163	158	147	143	139

Totals may not always add exactly to 100% due to rounding of percentages

CAS 15 suggests that more drivers in capital city locations (35%) have decreased their driving speed over the past two years than have drivers in country locations (31%). CAS 14 showed no changes between those types of region.

8.4. Frequency of Driving at 10 km/hr or More Over the Speed Limit

Licence holders who have driven in the last two years were also asked:

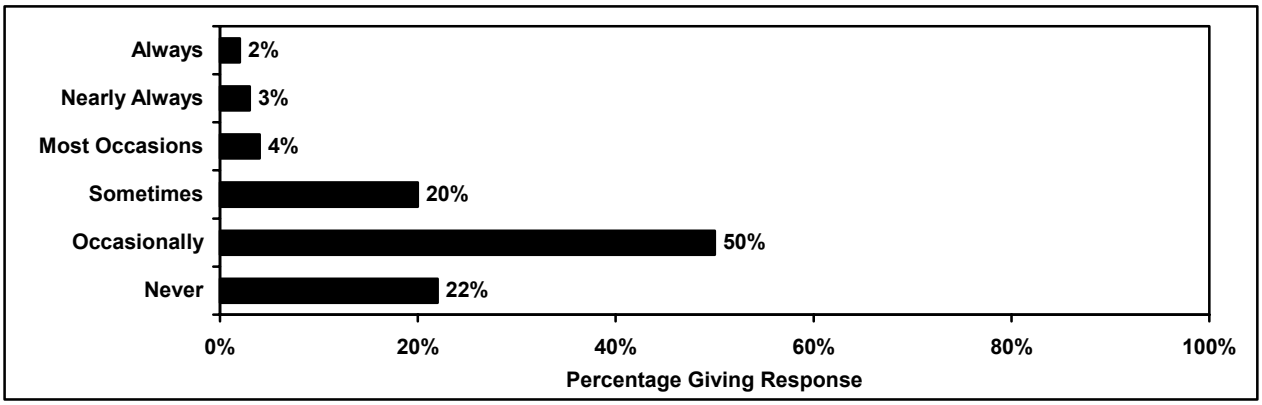
'How often do you drive at 10 km/hr or more over the speed limit.'

Reflecting little change over the last few years, around one in five drivers (22%) say they 'never' exceed the posted speed limit by 10 km/hr or more, while half (50%) say they do

this 'just occasionally'. Just under one in ten (9%) say they exceed the speed limit most or all of the time. These findings are shown below in Figure 14.

Figure 14:

Frequency of driving at 10 km/hr or more over the speed limit



Base: Driven in the last two years (n=1410)

Males are still more likely than females to report exceeding the speed limit by 10 km/hr or more. Over one in four females (27%) claim they 'never' drive at 10 km or more over the speed limit, compared with 17% of males. Last year the respective figures were 24% for females and 14% for males.

The tendency for frequently exceeding the speed limit declines with age. Among the age group under 25 years, 16% say they exceed the posted limit by at least 10 km/hr 'on most or all occasions', compared to 12% of the 25-39 age group. This reported behaviour declines to just 3% after 60 years of age.

Likelihood of driving at 10 km or more over the speed limit in CAS 15 is shown below, in Table 25. Comparative figures over time appear in Appendix III.

Table 25:
Frequency of driving at 10 km/hr or more over the speed limit: by Gender and Age

		Gender		*Age*			
	Total	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	%	%	%	%	%	%
Always	2	3	1	7	2	1	1
Nearly always	3	3	2	2	5	2	1
Most occasions	4	5	2	7	5	3	1
Net: mostly or always	**9%**	**12%**	**5%**	**16%**	**12%**	**6%**	**3%**
Sometimes	20	20	19	22	22	19	14
Just Occasionally	50	51	48	35	52	55	48
Never	22	17	27	27	14	20	34
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Driven in the last 2 years	1410	733	677	180	435	513	282

To an even greater extent than last year, 23% of drivers (18% in CAS 14) booked for speeding in the last two years claim they still drive 10 km/hr or more over the speed limit on all or most occasions. This compares with the average for all drivers of 9% in CAS 15.

The estimated proportion of drivers booked in the past six months[7] saying they still drive at 10 km/hr or more above the speed limit on all or most occasions in CAS 15 is even higher, at 25%.

Confirming findings from earlier surveys in this series, the propensity to exceed the speed limit increases with frequency of distance driving (over 50 kilometres at least three times a week). CAS 15, similar to CAS 14, shows that 16% of drivers who frequently undertake long distance driving say they exceed the speed limit by 10 km or more on at least most occasions.

Frequent speeding (that is, driving at 10 km/hr or more above the speed limit on all or most occasions) is reported in the range 4% to 11% across the States and Territories in CAS 15. South Australia shows this behaviour at the lower incidence (4%), as does Victoria (5%) and Tasmania (7%). The highest incidence is reported in NSW (11%), Western Australia (11%), the Northern Territory (11%) and Queensland (10%).

The main change since last year is an improvement in Victoria, decreasing from 13% in CAS 14 to only 5% in CAS 15.

8.5. Tolerated Speeds for 60 km/hr Speed Zones

All respondents were asked:

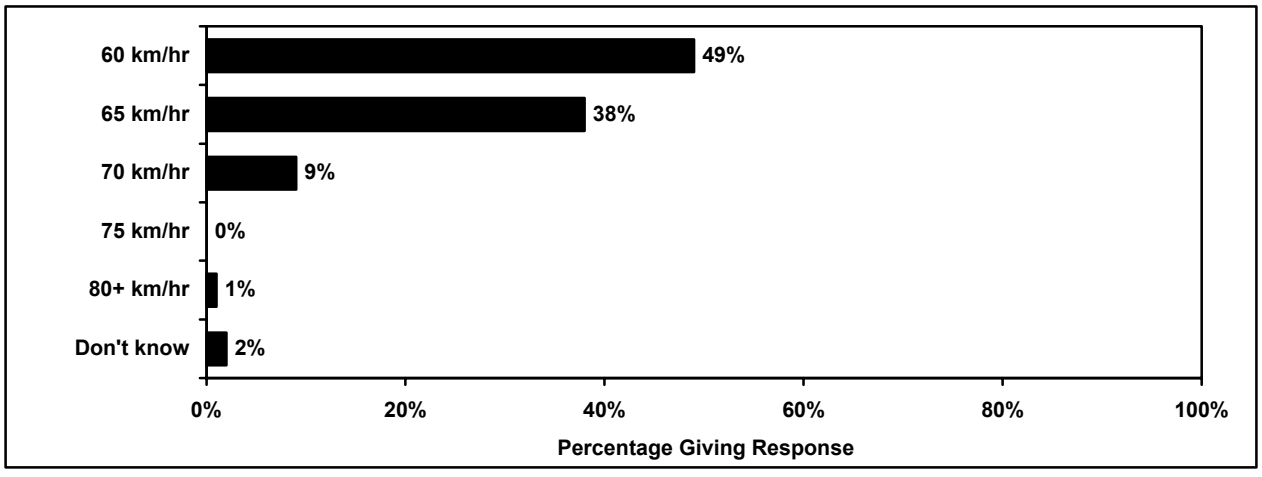
> **'Now thinking about 60 km/hr speed zones in urban areas, how fast should people be allowed to drive without being booked for speeding?'**

Historically, responses to this question have been recorded in 5 km/hr intervals.

As illustrated below in Figure 15, half the community nationally (49%) again believe 60 km/hr in urban areas should be strictly enforced, with a further 38% supporting a speed of 65 km/hr. Just under one in ten (9%) feel that 70 km/hr should be acceptable. Just 2% tolerate speeds above 70 km/hr. These figures are shown in Figure 15 and are very similar to findings last year.

Figure 15:

Maximum speed tolerated in a 60 km/Hr urban speed zone



Base: Total Sample (n=1563)

[7] caution due to small base of only 117 respondents

Support for strictly enforcing the 60 km/hr limit used to be stronger among females than males. The CAS series has witnessed an increase in the proportion of males holding this opinion (now 47%). Only slightly more females (51%) than males now support strict enforcement of 60 km/hr in urban zones (Table 26).

Tolerance of speeds in excess of the posted 60 km/hr limit in urban zones continues to reduce with increasing age, particularly after 40 years of age. While there is close to equal support for a 60 km/hr and a 65 km/hr urban limit among people under 39 years, those aged 40-59 are significantly more likely to indicate support for 60 km/hr. The over 60 years age group continues to be least tolerant of urban speeds in excess of 60 km/hr (Table 26).

Table 26:
Maximum speed tolerated in a 60 km/hr urban speed zone: by Gender and Age

		Gender		*Age*			
	TOTAL	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
60 km/hr	49	47	51	43	43	50	63
65 km/hr	38	38	38	39	41	41	28
70 km/hr	9	11	8	13	13	7	4
75 km/hr	0	0	0	0	0	0	0
80+ km/hr	1	2	1	3	1	1	1
Don't Know	2	1	2	2	1	1	4
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Support for strict enforcement of a posted 60 km/hr limit in urban areas has tended to vary widely from one survey to the next across the States and Territories. The trend in the CAS series is for support of strict enforcement to be increasing and becoming more consistent geographically as well as demographically.

With the exception of South Australia, where support for strict enforcement is only 37% after showing 48% in CAS 14, the remaining States and Territories show support in the range 43%-54%.

At the higher end are Queensland (54%), Tasmania (53%), NSW (52%) and the ACT (51%). Support in the ACT has increased from 44% in CAS 14 to 51% in CAS 15.

Tolerance of 70 km/hr or more in an urban 60 zone is again highest this year among residents of Western Australia (16%), South Australia (16%) and Tasmania, where some 12% regard this as appropriate. There is even support, though among a minority, for speeds of 80 km/hr or more in Western Australia (4%).

Table 27 shows variations across the States and Territories for maximum speeds tolerated in a 60 km/hr urban speed zone.

Table 27:
Maximum speed tolerated in a 60 km/hr urban speed zone: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
60 km/hr	49	52	47	54	37	43	53	45	51
65 km/hr	38	32	47	34	45	40	33	43	37
70 km/hr	9	11	4	8	16	12	12	9	7
75 km/hr	0	1	0	0	0	0	0	0	1
80+ km /hr	1	1	1	1	0	4	0	2	1
Don't Know	2	2	1	2	2	0	1	2	4
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

Comparative figures for speed limit enforcement in 60 km/hr urban zones over time are shown in Appendix III.

Consistently over the CAS series, people living outside the capital cities (58%) are considerably more likely than those in the cities (44%) to support strict enforcement of the 60 km/hr limit. This gap appears to have widened over the past year.

8.6. Views on Generally Permitted Speeds in 60 km/hr Speed Zones Before Being Booked

A new question was added to the CAS 15 survey to determine the public's perception of how far over the speed limit they are generally allowed to drive, before they will get booked for speeding. The new question was asked at a point in the interview where it would not impact on responses to other questions that were already part of the CAS series.

All respondents were asked:

> **'Thinking again about 60 km/hr speed zones in urban areas, how far over the speed limit are people generally allowed to drive without being booked for speeding?'**

Respondents could name any speed at or above 60 km/hr.
Just over one in ten (12%) of the population believe the police will strictly enforce 60 km/hr limits in urban zones – that is, they book drivers for travelling at any speed over 60 in such a zone. Conversely, 80% believe that strict enforcement of the 60 km/hr speed limit is generally not applied. The remainder, 8%, are unable to give a response to this question.

CAS 15 shows that over half of the community (59%) believe drivers are generally allowed to drive at a speed of at least 64 in an urban 60 km/hr zone.

The median speed which the community say is generally allowed without being booked is 64.4 km/hr. As shown later, the national median speed is heavily affected by Victoria which shows a lower median of 62.9.

The mode speed that the national community understands to be generally allowed before being booked is 65 km/hr, stated by 28%. Victoria, however, shows a lower mode of 63 km/hr (stated by 33%) than elsewhere, clearly reflecting a significant impact from the announcement earlier this year in Victoria of new tolerance levels applying to speed cameras[8] in that State.

Six in ten people nationally (59%) believe that 64 km/hr (4 km over the limit) is generally accepted and nearly as many (56%) believe 65 km/hr is also acceptable before being booked. Immediately after 65 km/hr, there is a sharp reduction in belief about accepted speed. The proportion saying that 6 km/hr over the limit is allowed (66 km/hr) reduces sharply to 28%.

While 13% of the community nationally say 70 km/hr in a 60 km/hr urban zone is generally tolerated by police, only 2% say that speeds over 70 are allowed.

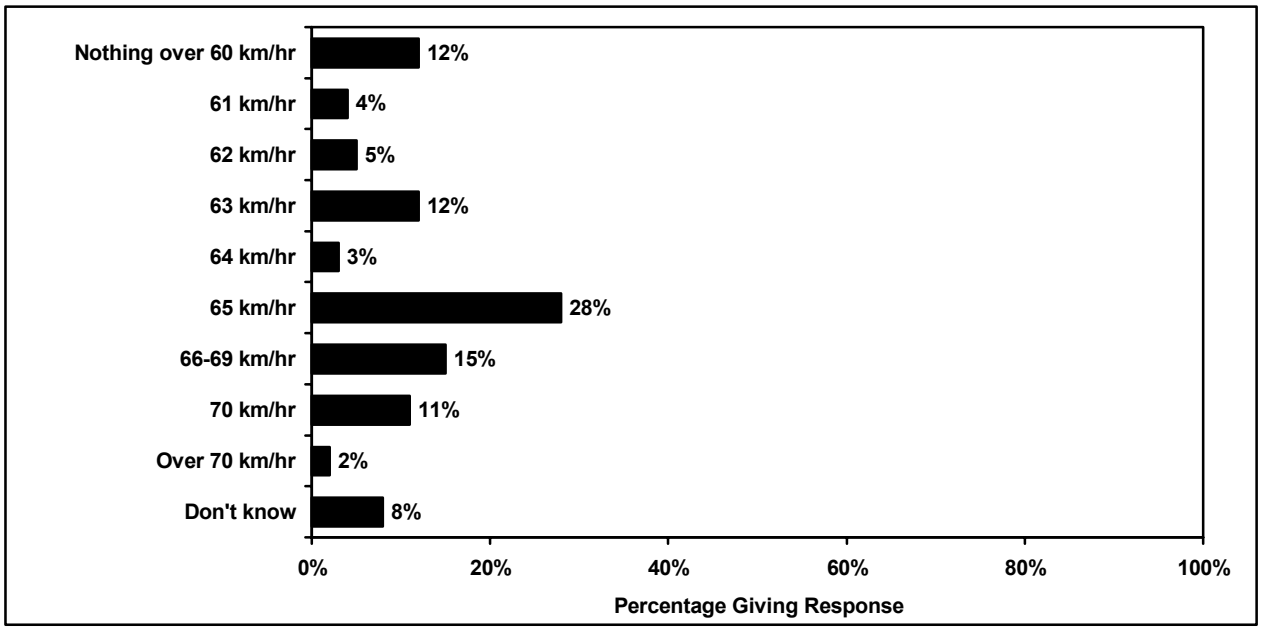
Including the 8% unable to say what speeds are allowed in 60 km/hr urban zones, CAS 15 therefore shows that:

- 36% of the national community say that police will generally issue infringement notices for speeds in excess of 4 km/hr over the posted limit;
- 64% say that police will generally issue infringement notices for speeds in excess of 5 km/hr over the posted limit;
- 79% of the community say that police will generally issue infringement notices for speeds in excess of 9 km/hr over the posted limit;
- 90% say that police will generally issue infringement notices for speeds in excess of 10 km/hr over the posted limit (ie. all but 2% of the community, after allowing for the 8% those unable to give a response).

The incremental distribution of speeds that the community perceive as being permitted without being booked, at the national level, is shown below in Figure 16:

[8] Referred to as "safety cameras" by the police in Victoria. The new tolerance levels are to be phased in over time, though discretionary powers still apply for radar or police pursuit vehicles (The Age, 9/5/02)

Figure 16:
Maximum speed generally permitted in a 60 km/hr urban speed zone



Base: Total Sample (n=1563)

Below, the report reviews these findings on perceptions of police tolerance in 60 km/hr urban zones in terms of gender and age group.

As the age of community members increases, there is evidence of an increase in the perception that police will strictly enforce the 60 km/hr speed limit in an urban zone, from 7% among the youngest age group to 15% in the older age group. A majority in all age groups under 60, however, and 44% of the over 60 years age group, appear to believe that there is tolerance of at least 5 km/hr over the posted limit. The mode for all age groups is 65 km/hr (in the narrow range 26%-29%).

Males and females show very similar views on speeds tolerated by police. Both gender and all of the four age groups show a median allowable speed close to the national average of 64.3 km/hr. The mode for both genders is also 65 km/hr.

Table 28:
Maximum speed generally permitted in a 60 km/hr urban speed zone: by Gender and Age

		Gender		*Age*			
	TOTAL	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	%	%	%	%	%	%
Nothing over 60 km/hr	12	13	11	7	11	14	15
61 km/hr	4	3	4	5	2	4	4
62 km/hr	5	5	6	7	4	4	7
63 km/hr	12	14	10	14	10	12	13
64 km/hr	3	3	3	3	3	3	1
65 km/hr	28	27	30	26	29	29	26
Net 66-69 km/hr	15	17	13	11	20	18	8
70 km/hr	11	11	10	12	13	9	9
Over 70 km/hr	2	2	2	3	2	2	1
Don't Know	8	5	11	10	5	4	15
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Table 29:
Summary of speed generally permitted in a 60 km/hr urban speed zone: by Gender and Age

		Gender		*Age*			
	TOTAL	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	%	%	%	%	%	%
Grouped Speeds over 60							
Net 61-64 km/hr	36	38	35	37	31	38	40
Net 65-69 km/hr	43	44	43	37	49	47	34
Net 70 and ove	13	13	12	16	15	11	10
Median km/hr allowed	64.4	64.4	64.3	64.3	64.6	64.3	64.1
Mode km/hr allowed	65 km by 28%	65 km by 27%	65 km by 30%	65 km by 26%	65 km by 29%	65 km by 29%	65 km by 26%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Comparing the various States and Territories, as noted earlier, the most conservative view on speed allowance in 60 km urban zones is held in Victoria. A relatively low 41% in Victoria say that speeds in excess of 64 are generally allowed, against the national average of 56%.

The median speed nominated by Victorians is 62.9, against a national average of 64.4. The national average excluding Victoria is 64.7 km/hr, with a median in the narrow range 64.4 to 64.9. The mode in all regions except Victoria is 65 km/hr.

A relatively high 33% in Victoria nominate '*three km over the limit*' (63 km/hr) as the allowed speed[9], against an average of 12% nationally and only 5% after exclusion of Victoria (all of the other jurisdictions combined). Elsewhere, individual speeds under 65 km/hr receive only low mention (typically 7% or less). The modal speed in all States and Territories is 65 km/hr (by 28% nationally).

As well as nominating a lower allowed speed in 60 km/hr urban zones, a further finding is the relatively low incidence of Victorian residents (2%) unable to nominate an allowed speed against a national average of 8% and a high 17% in South Australia.

The jurisdictions most likely to nominate allowed speeds in excess of 69 km/hr are the ACT (21%), NSW (20%) and Tasmania (17%) against a national average of 13%. The lowest incidence is in Victoria (2%), followed at some distance by Western Australia (8%).

[9] Reflecting the March announcement by Victoria Police of lower tolerance levels for speed ("safety") cameras (see note 8 above)

Responses to this question across the States and Territories are illustrated in Tables 30–31.

Table 30:
Maximum speed generally permitted in a 60 km/hr urban speed zone: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Nothing over 60 km/hr	12	16	12	11	8	8	8	9	15
61 km/hr	4	3	2	7	2	3	5	12	1
62 km/hr	5	4	7	4	3	12	1	2	2
63 km/hr	12	4	33	9	3	5	6	6	4
64 km/hr	3	2	3	3	3	5	6	3	1
65 km/hr	28	29	29	26	27	32	26	28	25
66-69 km/hr	15	14	10	14	27	18	19	18	20
70 km/hr	11	16	1	14	11	7	13	10	20
Over 70 km/hr	2	4	1	2	0	1	4	1	1
Don't Know	8	9	2	9	17	9	12	12	12
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

Table 31:
Summary of speed generally permitted in a 60 km/hr urban speed zone: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Grouped Speeds Over 60									
Net under 65 km/hr	36	29	57	34	19	33	26	32	33
Net 65-69 km/hr	43	43	40	40	54	50	45	46	45
Net 70 and over	13	20	2	16	11	8	17	11	21
Median km/hr allowed	64.4	64.6	**62.9**	64.4	64.9	64.4	64.7	64.4	64.9
Mode km/hr allowed	65 km by 28%	65 km by 29%	63 km by 29%	65 km by 26%	65 km by 27%	65 km by 32%	65 km by 26%	65 km by 28%	65 km by 25%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

There is very little difference between residents in capital cities (median of 64.4) and elsewhere (64.2) in perceptions of what speeds are generally allowed without being booked.

The median speed calculated from responses to this question among people who have been booked for speeding in the past two years is 64.6, only marginally higher than the national average of 64.4[10].

[10] Based on a small sample of only 117 respondents, the median speed estimated in this survey among people booked for speeding in the past six months is 64.5, also very similar to the national average.

8.7. Tolerated Speeds for 100 km/hr Speed Zones

All respondents were asked:

> **'Now thinking about 100 km/hr speed zones in rural areas, how fast should people be allowed to drive without being booked for speeding?'**

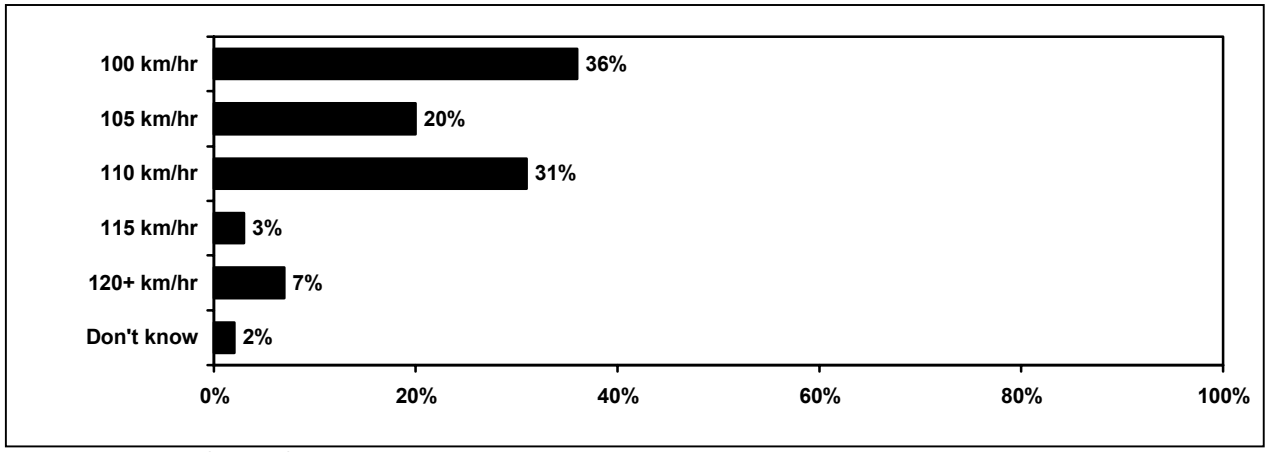
Historically, responses to this question have been recorded in 5 km/hr intervals.

In New South Wales, Victoria, Queensland and the ACT, the default speed limit in rural areas is 100 km/hr. In the other States, it is 110 km/hr unless posted as some lower speed. For consistency with previous surveys, all respondents were only asked to consider the question in terms of posted 100 km/hr rural speed zones.

As illustrated in Figure 17, just over one in three people (36%) support strict enforcement in 100 km/hr rural zones. This level of support has stayed around a similar level over the seven years this question has been asked.

Figure 17:

Maximum speed tolerated in a 100 km/hr rural speed zone



Base: Total Sample (n=1563)

While support for strict enforcement in 100 km/hr rural zones has remained fairly constant for a long time, the CAS series does suggest a movement towards a reduction in speeds tolerated over the limit in such zones, from 110 to 105 km/hr. Whereas 37% in CAS 14 showed a tolerance of 110 km/hr on designated 100 km/hr rural roads, this support has declined to 31% in CAS 15. Conversely, there has been a long-term increase in support for 105 km/hr, growing from 12% in CAS 9 to 20% today.

However, a consistent 10% still support speeds of over 110 on 100 km/hr rural roads.
Comparison figures over time, illustrating these findings, are provided for reference in Appendix III.

A breakdown of findings in CAS 15 across gender and age groups of the community is shown below in Table 32. This shows public support for strict enforcement of designated 100 km/hr rural speed limits is most pronounced among females (40% compared with 33% of males). Males support higher speeds than do females in such zones. In particular, more than twice as many males (14%) than females (6%) tolerate rural speeds of over 110 km/hr in 100 km/hr rural zones.
These findings across gender are consistent with past surveys in this series.

CAS 15 again shows a similar pattern of results between the 15-24 and the 40-59 years age groups in support for strict enforcement of 100 km/hr on designated rural roads and support for different speeds over that limit. Findings for these groups are also both close to the community average, with a slightly higher propensity for the youngest age group (11% versus 6%) to support speeds of at least 120 km/hr (Table 32). A comparison between CAS 14 and CAS 15 shows an increase in support among both of these age groups for strict enforcement of this 100 km/hr limit.

A high 57% within the 60s and older age group support strict enforcement of the 100 km/hr limit, maintaining the increase noted last year and far above the CAS 15 national average of 36%. Such support is registered by only 25% in the 25-39 years age group. This group correspondingly shows relatively high and well above average support for allowing a speed of 110 (41% versus 31%) and is also above average in allowing over 110 km/hr (15% versus 10%).

Table 32:
Maximum speed tolerated in a 100 km/hr rural speed zone: by Gender and Age

		Gender		*Age*			
	TOTAL	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
100 km/hr	36	33	40	34	25	35	57
105 km/hr	20	17	23	21	19	23	17
110 km/hr	31	34	28	31	41	32	17
115 km/hr	3	4	2	1	6	3	1
120+ km/hr	7	10	4	11	9	6	2
Don't Know	2	2	3	2	1	2	6
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

There is again very little difference this year between people living in city and country areas in supporting enforcement of a 100 km/hr limit where posted in rural areas. Consistent with the national finding, both areas show an even trend towards more support for 105 instead of 110 km/hr in such zones.

Support for strict enforcement of posted 100 km/hr rural limits again varies only to a small extent between the individual States and Territories. It is now highest in Tasmania (42%) and lowest in South Australia (32%).

Support for tolerance of 105 km/hr is highest in Victoria (29%) and lowest in Queensland (13%). Support for 110 km/hr is far more evenly spread across the eight geographic jurisdictions, peaking at 37% in the ACT against the national average of 31%. Support for speeds over 110 km/hr is strongest in Western Australia (13%), the NT (13%), NSW (13%) and Queensland (12%). It is least prevalent in Tasmania (3%) and in Victoria (5%).

These findings are shown on the next page in Table 33.

Table 33:
Maximum speed tolerated in a 100 km/hr urban speed zone: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
100 km/hr	36	38	35	38	32	33	42	34	35
105 km/hr	20	17	29	13	24	19	21	18	16
110 km/hr	31	30	29	35	34	32	33	33	37
115 km/hr	3	4	2	4	1	2	0	2	3
120+ km/hr	7	9	3	8	7	11	3	11	4
Don't Know	2	3	2	2	2	2	1	1	5
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

8.8. Views on Generally Permitted Speeds in 100 km/hr Speed Zones Before Being Booked

A question was added to the CAS 15 survey to determine the public's perception of how far over the speed limit people are allowed to drive before they will be booked for speeding in 100 km/hr speed zones in rural areas. This was similar to the new question reported earlier for 60 km/hr urban zones. Both of these new questions were asked at a point in the interview where they would not impact on responses to other questions that were already part of the CAS series.

All respondents were asked:

> **'Thinking again about 100 km/hr speed zones in rural areas, how far over the speed limit are people generally allowed to drive without being booked for speeding?'**

Respondents could name any speed at or above 100 km/hr.

One in ten (10%) of the population believe the police will strictly enforce the 100km/hr limit in rural zones.

However, most people (80%) believe that strict enforcement of the 100 km/hr speed limit is generally not applied. The remainder, 10%, are unable to give a response to this question.

Progressively from 101 to 105 km/hr, there is only a small incremental increase in perceived likelihood of being booked. CAS 15 shows that close to seven out of ten people nationally (68%) believe drivers are generally allowed to drive at a speed of at least 105 in a rural 100 km/hr zone.

At the national level, CAS 15 shows that five km/hr over the limit (105 km/hr) in such zones is a significant initial point beyond which the perceived likelihood of being booked substantially increases (21% specifically say 105 km/hr is generally the highest speed accepted before being booked). Even so, close to half (47%) of the community believe that people are generally allowed to drive at 6 km/hr over the limit without being booked and, progressively up to 110 km/hr, there is only a small incremental increase in perceived likelihood of being booked.

As with the results for 60 km/hr zones in urban areas, an exception to the general population views on police tolerated speeds in 100 km/hr rural zone exists in Victoria, where 103 km/hr (3 km/hr over the limit) is a far more frequently mentioned upper-limit accepted speed[11]. Overall, residents of Victoria tend to believe that speed tolerances by police are generally lower than do people in other jurisdictions. This finding is expanded later, in the Table 36 analysis of police tolerance in 100 km/hr rural zones across States and Territories.

While 5 km/hr over the limit in 100 km/hr rural zones represents a significant point beyond which the perceived likelihood of being booked substantially increases, there is only a small incremental increase in perceived likelihood of being booked at speeds from 106 to 110 km/hr. However, 110 km/hr over the posted limit represents the modal speed in this scenario with 31% specifically saying 110 km/hr is generally the highest speed accepted before being booked.

CAS 15 shows that close to four in ten of the national community (38%) say police generally will not book drivers travelling at 10 km/hr over the posted limit in 100 km/hr rural zones. Beyond 110 km/hr, there is an immediate drop in perceived police tolerance, down to 7% nationally saying that police will accept 111 km/hr before issuing a speed infringement notice.

The median speed which the community appears to accept as generally allowed in a 100 km/hr rural zone without being booked is 106.5. The mode, as noted, is 110 km/hr (stated by 31%).

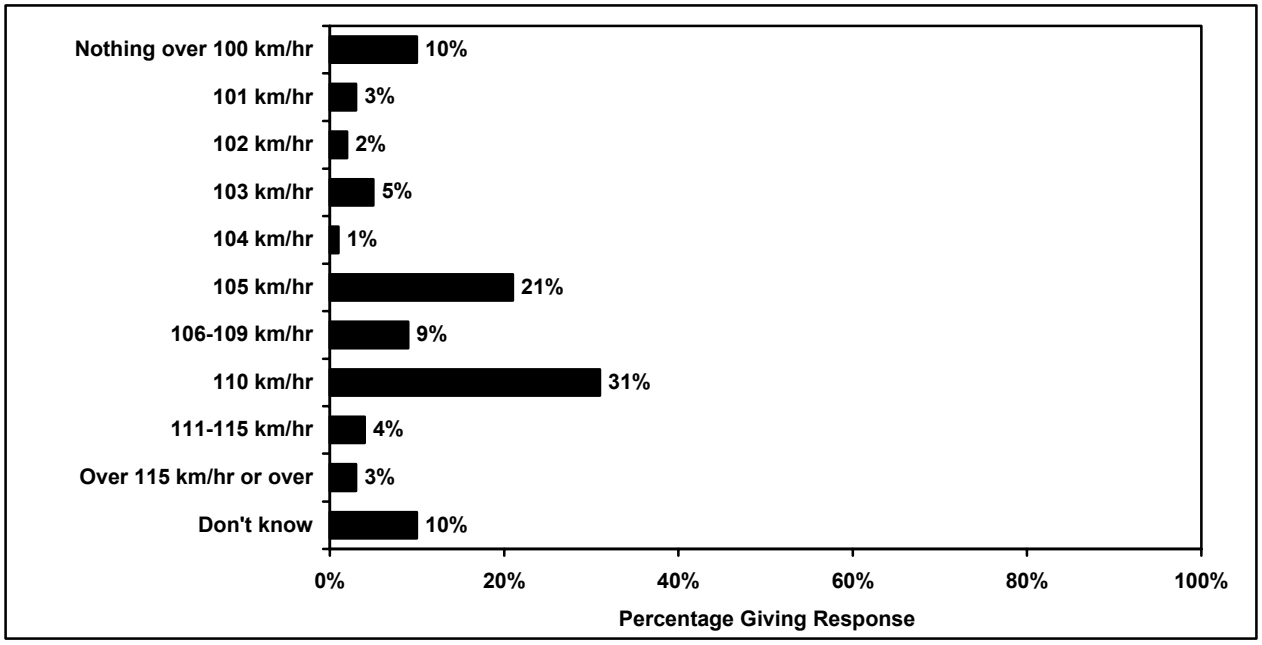
The incremental distribution of speeds which the community perceive are generally allowed without being booked, at the national level, are shown below in Figure 18.

As shown later, the national median speed is heavily affected by a significantly lower median in Victoria, a full two km/hr below the national estimate, at 104.5.

[11] Again reflecting the March 2002 announcement by Victoria Police of lower tolerance levels for speed ("safety") cameras (see note 8 above)

Figure 18:

Maximum speed generally permitted in a 100 km/hr rural speed zone



Base: Total Sample (n=1563)

As noted earlier and reflected in Figure 18, there is a major shift at national level in community perception of police tolerance immediately above 105 km/hr, followed by a second and larger shift immediately over 110 km/hr.

These findings on police tolerance are reviewed below in terms of community gender and age group.

CAS 15 shows that, as the age of the community members increases, there is an increase in the perception that police will strictly enforce the 100 km/hr speed limit in a rural zone, increasing from a low of 4% among the youngest age group to 17% in the oldest age group. This is a very similar pattern to the finding for 60 km/hr urban zones.

A majority in each age group believe that there is police tolerance of at least 5 km/hr over the posted limit of 100 km/hr. However, the over 60s age group is the least convinced that police tolerate speeds over 105 and demonstrate a median allowable speed of 104.6, which is close to two km/hr below the national average.

The median speed thought to be generally allowed is highest among the 25-39 age group, at 108.6, well ahead of both the 15-24 age group (106.7) and the 40-59 age group (106.6) which in turn are well ahead of the median among the over 60s age group (104.6). In all age groups, the mode is 110 km/hr.

Males estimate a higher median allowable speed (107.5) than females (105.0), against the national average of 106.5. Again, the mode for both males and females is 110 km/hr.

Details of tolerated speed in 100 km/hr rural zones across gender and age is shown in Tables 34-35.

Table 34:
Maximum speed generally permitted in a 100 km/hr rural speed zone: by Gender and Age

		Gender		Age			
	TOTAL	Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Nothing over 100 km/hr	10	10	9	4	8	9	17
101 km/hr	3	2	4	4	2	3	4
102 km/hr	2	2	2	4	1	2	2
103 km/hr	5	5	6	9	3	5	6
104 km/hr	1	1	1	0	1	2	0
105 km/hr	21	21	22	20	21	24	19
106-109 km/hr	9	9	8	4	10	11	7
110 km/hr	31	33	29	33	35	33	22
111-115 km/hr	4	5	3	4	7	2	3
Over 115 km/hr	3	4	3	6	4	3	1
Don't Know	10	8	13	11	8	7	19
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages
* 19% stated 105 km/hr

Table 35:
Summary of speed generally permitted in a 100 km/hr rural speed zone: by Gender and Age

		Gender		Age			
	TOTAL	Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Grouped speeds							
Net 101-105 km/hr	33	31	35	38	28	35	31
Net 106-110 km/hr	40	43	37	37	45	44	29
Net over110 km/hr	7	9	6	10	11	5	4
Median km/hr allowed	106.5	107,5	105.0	106.7	108.6	106.6	104.6
Mode speed allowed	110 km by 31%	110 km by 33%	110 km by 29%	110 km by 33%	110 km by 35%	110 km by 33%	110 km by 22%*
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages
* 19% stated 105 km/hr

Comparing the various States and Territories, the most conservative view on speed allowance in 100 km/hr rural zones is held in Victoria. This also applies for 60 km/hr urban zones (see section 8.5). A relatively low 34% in Victoria consider speeds in excess of 105 are generally allowed, against the national average of 47%.

The median maximum permitted speed recorded for Victorians is 104.5, against a national average of 106.5.

A relatively high 16% in Victoria nominate three km over the limit (103 km/hr) as an allowed speed, against an average of 5% nationally and under 2% after exclusion of Victoria (all of the other jurisdictions combined). Elsewhere, individual speeds under 105 km/hr receive only low mention (mainly 5% or less). The modal speed across all States and Territories is 110 km/hr (by 31% nationally) followed by 105 km/hr (21%). The mode in Victoria is 105 km/hr. This is the only jurisdiction or demographic to record a mode of 105 km/hr, by 29%, while 22% in Victoria mention 110 km/hr. In Western Australia, the mode is 110 km/hr mentioned by 25% while a very similar 24% mention 105 km/hr which may reflect some positive influence of a police announcement in WA last year that supported lower speed tolerance.

As well as Victorians stating a lower allowed speed in 100 km/hr rural zones, there is also a relatively low incidence of Victorian residents (6%) unable to nominate an allowed speed against a national average of 10% and a high of 18% in South Australia.

The jurisdiction most likely to nominate speeds in excess of 110 km/hr as generally allowed by police is NSW (12%), against a national average of 7%. The lowest incidence is in Victoria (3%), where the survey shows no-one mentioning any allowed speed over 112 km/hr.
Responses to this question across the States and Territories are illustrated in Tables 36-37.

Table 36:
Maximum speed generally permitted in a 100 km/hr rural speed zone: by State and Territory

		State or Territory							
	TOTAL	***NSW***	***VIC***	***QLD***	***SA***	***WA***	***TAS***	***NT***	***ACT***
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Nothing over 100 km/hr	10	13	7	8	8	9	7	9	10
101 km/hr	3	2	3	5	2	5	4	8	1
102 km/hr	2	1	3	2	1	3	1	1	1
103 km/hr	5	1	16	3	0	2	3	4	2
104 km/hr	1	0	2	1	0	0	5	1	2
105 km/hr	21	17	29	20	19	24	20	20	13
106-109 km/hr	9	8	9	8	11	14	12	5	4
110 km/hr	31	35	22	36	34	25	31	30	50
111-115 km/hr	4	6	3	5	2	1	3	4	4
Over 115 km/hr	3	6	0	3	4	3	2	4	2
Don't Know	10	11	6	9	18	14	12	14	12
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages
* A similar 24% in WA stated 105 km/hr

Table 37:
Summary of speed generally permitted in a 100 km/hr rural speed zone: by State and Territory

		State or Territory							
	TOTAL	***NSW***	***VIC***	***QLD***	***SA***	***WA***	***TAS***	***NT***	***ACT***
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Grouped speeds									
Net 101-105 km/hr	33	21	53	31	23	35	33	34	18
Net 106-110 km/hr	40	43	30	44	45	38	43	34	54
Net over 110 km/hr	7	12	3	8	6	4	5	8	6
Median km/hr allowed	106.5	109.1	104.5	108.0	108.7	105.0	106.7	105.4	109.2
Mode speed allowed	110 km by 31%	110 km by 35%	105 km by 29%	110 km by 36%	110 km by 34%	110 km by 25%*	110 km by 31%	110 km by 30%	110 km by 50%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages
* A similar 24% in WA stated 105 km/hr

There is only a very small difference between residents in capital cities (median of 106.7) and elsewhere (106.2) in perceptions of what speeds are generally allowed without being booked.

We noted earlier (8.6) that the median allowed speed in 60 km/hr urban zones among people who have been booked for speeding in the past two years is very close to the national average. CAS 15 shows there is much more discrepancy in 100 km/hr rural zones, with the median allowed speed among people who have been booked for speeding in the past two years at 108.5[12], being two km/hr higher than the national average. The mode for people who have been booked in the past two years, as for all other recorded demographics, is 110 km/hr (stated by 36%).

8.9. Attitudes to speed related issues

All respondents were asked to consider five statements on speed issues and express agreement or disagreement. The statements (presented in random order) were:

- **Fines for speeding are mainly intended to raise revenue**
- **I think it is okay to exceed to speed limit if you are driving safely**
- **Speed limits are generally set at reasonable levels**
- **If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident**
- **An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr**

The statements that the Australian public most commonly agree with continue to be:

- **An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr** (91% agree, very similar to last year);

and

- **Speed limits are generally set at reasonable levels** (agreed with by 83%, though this figure is a small decline on past years – see Appendix III trend data).

The proportion expressing 'strong' agreement that 'an accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr' is again 65%, following a high of 69% in CAS 13. The proportion 'strongly' agreeing with the statement 'speed limits are generally set at reasonable levels' has remained at 48%, as last year, after showing 55% in CAS 13.

The statement agreed with at the next level is again:

- **If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident** (68% agree, consistent with the past few years).

Consistent with all recent surveys in this series, two out of three people (68%) agree with this statement. Following some reversal last year, the proportion 'strongly' agreeing in CAS 15 is back to 36%.

A majority of Australians also continue to hold the view that:

- **Fines for speeding are mainly intended to raise revenue** (56% agree)

[12] Based on a small sample of only 117 respondents, the median speed estimated in this survey among people booked for speeding in the past six months is 109.0, marginally higher than for those booked in the past two years and even further above the national average of 106.5.

Agreement with this statement is holding steady after the growth in agreement recorded in CAS 12. One in four people (26%) show 'strong' agreement.

The statement registering least agreement is still:

- **I think it is OK to exceed the speed limit if you are driving safely** (32% agree).

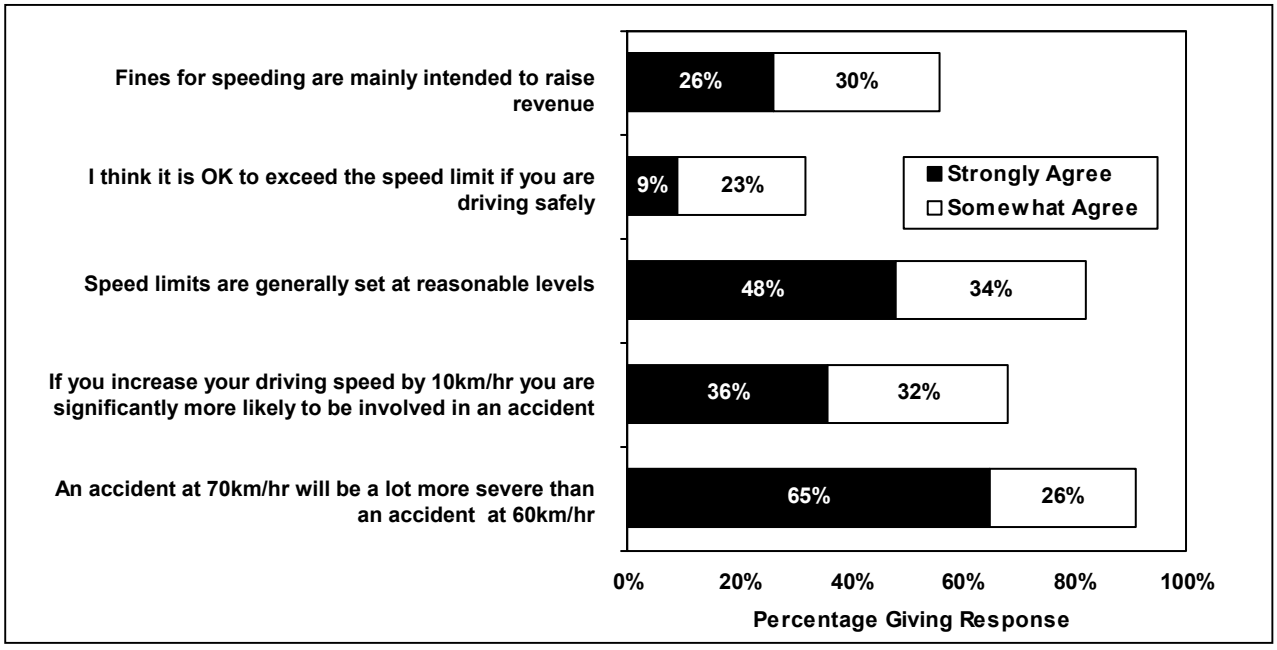
Consistently, only one in three in the Australian community (32%) agree "it is OK to exceed the speed limit if you are driving safely". Two people in three (67%) disagree, with two out of five (40%) holding 'strong' disagreement.
These findings have stayed very close for the past five years.

Comparative figures on agreement with each statement over time are shown for reference in Appendix III.

Figure 19 below shows the CAS 15 percentages of the Australian community supporting these statements, in terms of either 'strongly' agree or 'somewhat' agree. The statements are shown in the order of the questionnaire.

Figure 19:

Agreement with statements on speed related issues



Base: Total Sample (n=1563)

Males are still considerably more likely than females to express agreement overall with the following statements:

'Fines for speeding are mainly intended to raise revenue'
63%:49%, particularly for the 'agree strongly' response (33%:19%). This pattern has been consistent over time.

'I think it is okay to exceed the speed limit if you are driving safely'
41%:23%. Again, these findings are in line with the past three years and identical with CAS 14.

Consistently, females are more likely than males to agree that:

'Speed limits are generally set at reasonable levels'
88%:77%. Over half of all females (55%) 'strongly' agree, against only 41% of males.

CAS 15 shows that females are increasingly more likely than males to agree with the following statement, both overall and strongly:

'If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident'
72%:63% overall agreement and 40%:31% 'strong' agreement.

Findings among males and females and across the different age groups are shown below in Table 38. The most noticeable difference across ages is the relatively higher tendency for the youngest age group (77%) to agree that 'if you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident'. Young males and young females show similar agreement with this statement, both at 77%, whereas males in all older age groups are the least convinced.

Table 38:
Agreement (strong or somewhat) with statements on speed related issues: by Gender and Age

		Gender		*Age*			
	Total	*Male*	*Female*	*15-24*	*25-39*	*40-59*	*60+*
	%	*%*	*%*	*%*	*%*	*%*	*%*
Fines for speeding are mainly intended to raise revenue	56	63	49	50	59	57	56
I think it is okay to speed if you are driving safely	32	41	23	32	32	33	31
Speed limits are generally set at reasonable levels	83	77	88	83	81	82	85
If you increase your driving speed by 10 km/hr, you are significantly more likely to be involved in an accident	68	63	72	77	63	66	69
An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	91	89	92	89	93	91	88
Base: Total Sample	1563	780	783	245	447	540	331

Consistent with all previous surveys, drivers who travel 50 kilometres or more at least once a week are significantly more likely (30%) than other drivers (23%) to believe 'strongly' that 'speeding fines are primarily used to raise revenue'. This opinion also continues to be held most often by those who have been booked for speeding in the past two years (40%).

Tasmania is now the region most inclined to agree with the statement that 'fines for speeding are mainly intended to raise revenue', showing 36% 'strongly' agree and 66% agree overall. That trend was identified in CAS 14. South Australia has traditionally been the jurisdiction most likely to hold that view (a finding evident since CAS 10) but CAS 15 shows a marked change in that State though it is still above the average.

People who drive more than 50 km at least three times a week (15%) and NT residents (14%) appear well above the average (9%) in agreeing strongly with the idea that 'it is okay to exceed the speed limit if driving safely'.

No other variance of more than plus or minus 10% is again evident between States and Territories for other statements, showing national consistency of opinion.

Table 39 below provides comparative agreement across the States and Territories with these propositions:

Table 39:
Agreement (strongly or somewhat) with statements on speed related issues: by State and Territory

		State or Territory							
	TOTAL	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Fines for speeding are mainly intended to raise revenue	56	53	57	58	60	55	66	56	48
I think it is okay to speed if you are driving safely	32	33	30	33	30	33	29	34	34
Speed limits are generally set at reasonable levels	83	77	88	85	90	76	89	88	89
If you increase your driving speed by 10 km/hr, you are more likely to be involved in an accident	68	64	71	68	73	66	73	61	63
An accident at 70 km/hr will be a lot more severe than one at 60 km/h	91	89	93	92	93	88	88	81	95
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Residents of capital cities (56%) are now no more inclined than residents in country areas (57%) to agree that speeding fines are aimed mainly at raising revenue. Previously, the CAS series had shown a tendency for more people in the cities to hold that view.

8.10. Lowering the Current Speed Limit in Residential Areas

The following statement was read to all respondents:

> **'Some road safety authorities believe that the speed limit in residential areas should be lowered from 60 km/hr to 50 or 40 km/hr. This would only apply to local streets and minor roads, not arterial roads or highways'**

They were then asked:

> **'How would you feel about a decision to lower the speed limit in residential areas to 50 km/hr?'**

A little later, they were asked how they would feel about lowering the speed limit in residential areas to 40 km/hr.

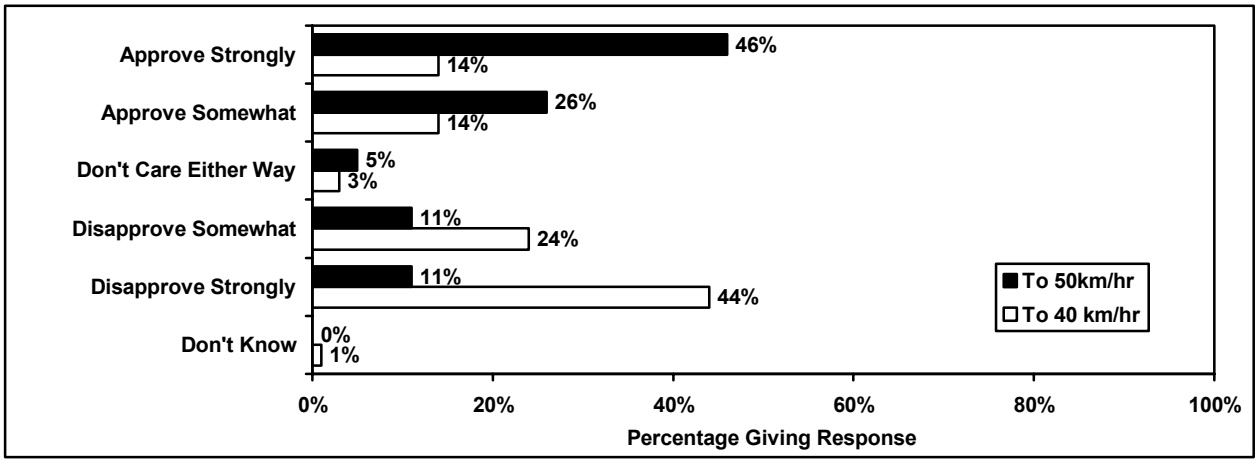
The CAS 15 majority approval figure of 72% for a 50 km/hr speed limit in residential areas is similar to last year (73%), following a consistent increase observed in previous surveys. Only 22% disapprove, a further 5% not caring either way (Figure 20). Close to half of the community overall (46%) 'strongly' approve of the 50 km/hr limit.

Consistent with past surveys, support for the idea of lowering the residential speed limit to 40 km/hr remains steady at the much lower figure of 28% approval in CAS 15, with half (14%) giving 'strong' approval.

Findings for CAS 15 on these questions are shown in Figure 20.

Figure 20:

Feelings about lowering the speed limit in residential areas



Base: Total Sample (n=1563)

8.10.1 The 50 km/hr proposition in residential areas

More than seven in ten Australians (72%) are in favour of lowering the residential area speed limit to 50 km/hr. Support among males rose from the CAS 11 (1998) figure of 56% to 71% last year. It has fallen slightly, to 66%, in CAS 15. Females (78%) are still and increasingly more strongly in favour of this proposition than males.

Across the age groups, the 15-24 age group remain the least likely to approve of the 50km/hr limit in residential streets (64%). However, this still represents a majority of that age group and continues to grow.

Table 40 illustrates the findings among males and females and across ages.

Table 40:
Feelings about lowering the residential speed limit to 50 km/hr: by Gender and Age

		Gender		*Age*			
	TOTAL	***Male***	***Female***	***15-24***	***25-39***	***40-59***	***60+***
	%	*%*	*%*	*%*	*%*	*%*	*%*
Approve strongly	46	42	50	36	43	49	53
Approve somewhat	26	24	28	28	30	23	24
Total approve	**72%**	**66%**	**78%**	**64%**	**74%**	**72%**	**77%**
Not care either way	5	8	3	12	4	5	3
Disapprove somewhat	11	11	11	13	9	12	10
Disapprove strongly	11	16	7	12	13	11	10
Don't know	0	0	0	0	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Approval of a 50 km/hr limit in residential streets is evident for a clear majority in all States and Territories. It is now highest in Queensland (77%), South Australia (77%), the ACT (77%) and in Victoria (75%). The significant increase in approval in the ACT from 55% in CAS 13 to 72% last year has been maintained. Support across all locations is lowest in Tasmania (63%) and the NT (65%). Table 41 shows the levels of support across all States and Territories.

Table 41:
Lowering the residential speed limit to 50 km/hr: State and Territory

		State or Territory							
	TOTAL	NSW	VIC	QLD	SA	WA	TAS	NT	ACT
	%	%	%	%	%	%	%	%	%
Approve strongly	46	48	48	48	39	38	37	44	42
Approve somewhat	26	20	27	28	37	31	26	22	34
Total approve	72%	68%	75%	77%	77%	69%	63%	65%	77%
Not care either way	5	6	6	4	6	4	3	5	4
Disapprove somewhat	11	12	8	11	10	13	14	10	10
Disapprove strongly	11	14	10	8	8	13	18	18	10
Don't know	0	0	0	1	1	1	1	1	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

Findings comparing community approval over time for lowering residential speed limits to 50 km/hr are shown for reference in Appendix III.

8.10.2 The 40 km/hr Proposition

While females (35%) continue to be more likely than males (21%) to be in favour of a 40 km/hr limit in residential areas, this represents only minority support by either gender.

The most frequent response among the community overall to the idea of a 40 km/hr speed limit is still strong disagreement (44%). Most common support, though still a minority, comes from the over 60s age group.

Table 42 shows these opinions about a 40 km/hr speed limit in residential areas, by age and gender of the community in CAS 15.

Table 42:
Feelings about lowering the residential speed limit to 40 km/hr: by Gender and Age

		Gender		Age			
	TOTAL	Male	Female	15-24	25-39	40-59	60+
	%	%	%	%	%	%	%
Approve strongly	14	10	17	12	12	12	19
Approve somewhat	14	11	18	15	14	12	19
TOTAL APPROVE	**28%**	**21%**	**35%**	**27%**	**26%**	**24%**	**38%**
Not care either way	3	4	2	4	2	3	3
Disapprove somewhat	24	22	27	32	26	23	17
Disapprove strongly	44	53	35	37	45	50	40
TOTAL DISAPPROVE	**68%**	**75%**	**62%**	**69%**	**71%**	**73%**	**57%**
Don't know	1	0	1	0	0	0	2
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

Totals may not always add exactly to 100% due to rounding of percentages

Findings comparing community approval over time for lowering residential speed limits to 40 km/hr are shown for reference in Appendix III.

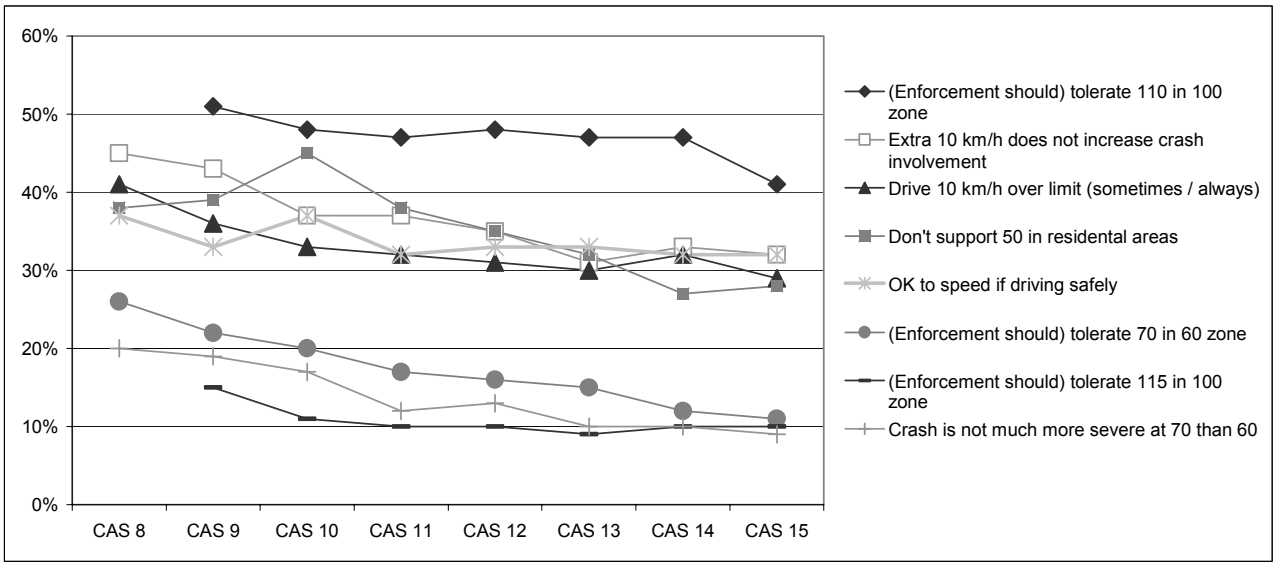
A majority in all States and Territories (in the range 59% to 70%) disapprove of lowering residential speed limits to 40 km/hr.

8.11. Summary of Speed Attitude Trends

Figure 21 shows trends in attitudes to speeding over the period 1995 to 2002.

Figure 21:

Attitudes to Speed - Comparisons over the period 1995 to 2002



Responses coded so that higher percentages indicate more people with "permissive" views on speed.

Against a backdrop of continuing widespread support for drink driving enforcement through RBT (97%), the CAS series has consistently shown divided community opinion in terms of speed enforcement. The majority of the community still holds a view that 'fines for speeding are mainly intended to raise revenue' and one in three people still agree that 'it is okay to exceed the speed limit if you are driving safely.'

However, there is strong recognition within the community of the dangers of speeding and strong evidence of disapproval of a range of speed-related behaviours, as measured by key speed questions. Since 1995, the proportion of the community expressing "permissive" views on a range of speed questions has declined substantially. These findings are illustrated in Figure 21, and described in more detail below.

Frequency of driving 10 km/hr over limit (14)[13]

- A increasing and clear majority of 72% of licence holders say they only speed occasionally or never speed; and
- there has been a gradual decrease since 1995 from 41% to 29% of people who say they drive over the speed limit at least sometimes.

Should lower speed limits to 50 km/hr – Approve (16)

- A majority, which has grown over the course of the surveys (now 72%), support 50 km/hr speed limits in residential areas.

[13] The numbers in brackets refer to the numbering in Appendix III, which records results over time.

Speed Tolerance in 60 km/hr Zones (17)

- Half (49%) have no tolerance for breaking the speed limit in 60 km/hr zones, confirming a steady increase over recent years; and

- there is a decreasing trend in the tolerance for a 10 km/hr margin in 60 km/hr zones before getting booked, from 26% in CAS 8 (1995) to 11% in CAS 15.

Speed Tolerance in 100 km/hr Zones (19)

- There has been a general decrease in the tolerance for a margin of 15 km/hr or above in 100 km/hr zones, from a high of 15% six years ago to 10% now; and also

- a more recent decrease in support for a tolerance of 10km/h or more; from about 47% in CAS 10–14 to 41% in CAS 15.

Agreement that 'It is OK to exceed the speed limit if you are driving safely'; (21b)

- A minority of one in three people over the last four years agrees with this statement.

Agreement that 'If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident' (21d)

- Two out of three people (68%) agree with this statement.

Agreement that 'An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr' (21e)

- Agreement with this statement remains at a consistently high majority of the community, recording at least 90% for the last three surveys (compared to 80% in CAS 8 and CAS 9).

The following measures of public attitudes towards speed show consistently high positive attitudes:

Police Speed Enforcement (12)

- A majority view for the past seven years and a strong increase this year to 65% that police enforcement has increased.

Personal Driving Speed in Last 2 Years (13)

- A consistently high majority (93%) state that their driving speed has either stayed the same (59%) or decreased (36%).

Agreement that 'Speed limits are generally set at reasonable levels (21c)

- A high majority agree with the statement (83%).

9. OTHER ISSUES COVERED

9.1. Law Requiring Drivers to Carry Their Licence

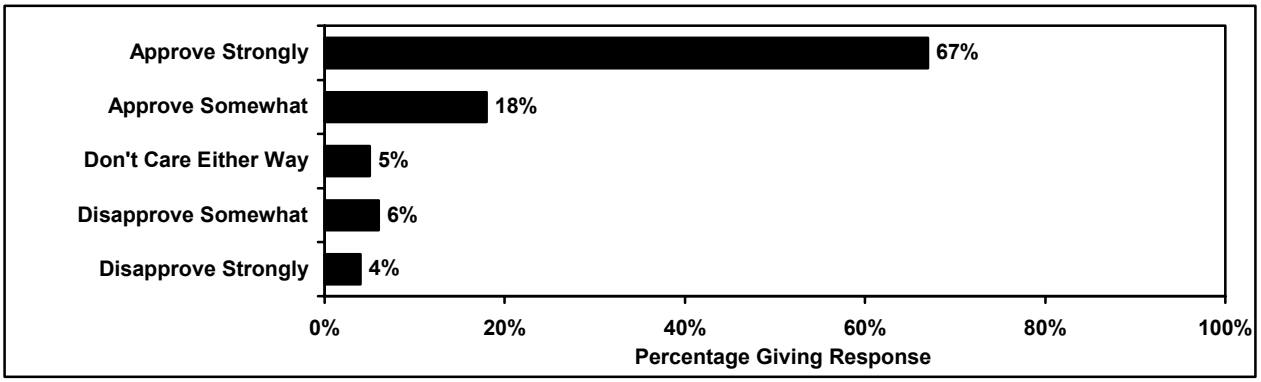
The survey includes two questions addressing attitudes and awareness concerning legislation requiring drivers to carry their licence. All respondents were informed that it is compulsory in some Australian States to carry a driver's licence at all times when driving. They were then asked:

> **'How do you feel about this law (which requires people to carry their licence at all times when driving any motor vehicle)?'….**
>
> and then
>
> **'To the best of your knowledge, does (respondent's State/Territory) have a law requiring people to carry their licence at all times, when driving a motor vehicle?'**

CAS 15 confirms past survey findings of strong community support for compulsory licence carriage. As shown below in Figure 22, just under seven in ten people (67%) strongly support this requirement being law, with total approval measuring 85% after adding in those people who somewhat approve of this proposition. Only 11% disapprove. These figures are have remained consistent level since the questions were first asked in CAS 8 (1995).

Figure 22:

Feelings about a law requiring drivers to carry licence at all times



Base: Total Sample (n=1563)

Support by gender also remains similar, with overall approval more common among females (89%) than males (80%).

While all age groups continue to demonstrate clear majority support for compulsory carriage of licence by drivers, CAS 15 again finds that approval gains strength as age increases.

Once again, a majority across all States and Territories express strong approval, overall support not falling below 80%. Residents of capital cities (86%) still demonstrate marginally higher overall approval than those in non-capitals (82%).

Under current State and Territory road laws, New South Wales is the only jurisdiction with a strict licence carriage requirement. However, most people across all regions believe that this law is already in existence in their particular State or Territory. This finding has been consistent across all survey periods since the introduction of this question in CAS 9.

Residents of New South Wales (89%), the ACT (85%) and Victoria (84%) are again most likely to express the view that they are already required to carry their license. The Western Australian community remains least likely to believe such a law exists in their State, although the level of agreement (58%) has increased compared with CAS 14 (52%).

In line with CAS 14 and earlier surveys, approval of the law is high (now even stronger at 80% or higher), regardless of an individual's belief about whether such legislation exists in their State.

The findings for CAS 15 across States and Territories are illustrated in Table 43, together with an analysis of approval and disapproval according to belief about the law being in place.

Table 43:
Opinion on whether their State/Territory has a law requiring drivers to carry licence at all times: by State and Territory

		State or Territory							
	Total	***NSW***	***VIC***	***QLD***	***SA***	***WA***	***TAS***	***NT***	***ACT***
Whether it is the law	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Yes it is	79	89	84	74	64	58	73	67	85
No, it is not	12	6	5	20	24	25	17	13	7
Don't know about it	9	5	11	6	12	17	10	20	8
Approval by whether or not it is thought to be the law	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
It is law – approve of it	69	75	77	64	60	49	63	58	76
It is law – but disapprove of it	6	8	4	8	2	5	7	8	5
It is law – don't care	3	5	2	2	2	4	3	1	4
No law – would approve	9	5	4	15	18	17	10	12	5
No law – would disapprove	2	1	1	4	5	5	6	1	2
No law – don't care	1	0	0	1	2	3	1	0	0
Don't know if law – approve	7	3	8	5	10	14	7	15	7
Don't know if law – disapprove	2	2	2	1	1	1	2	3	1
Don't know if law – don't care	0	0	1	0	0	2	1	2	0
Overall approval	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**	**%**
Yes – approve	85	82	90	84	88	80	80	85	87
No - not approve	11	12	8	13	8	11	15	12	8
Don't know/don't care	5	6	3	4	4	9	5	3	4
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not always add exactly to 100% due to rounding of percentages

Comparative findings since CAS 9 (1996) in relation to community beliefs about this licence carriage legislation being in place and approval of such a law are shown in Appendix III.

9.2. Incidence of Wearing Seat Belts

All respondents were asked:

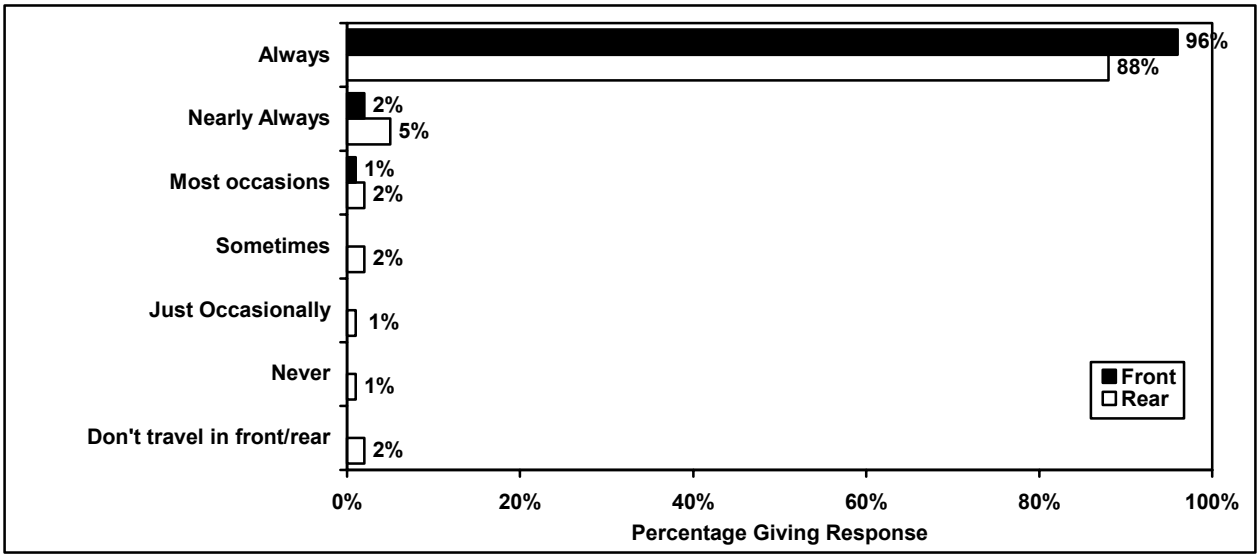
> **'When travelling in a car, how often do you wear a seat belt in the front seat, either as a driver or a passenger? Would that be always, nearly always, most occasions, or never?'**

The same question was then asked about rear seat belt wearing.

Consistent with all recent surveys throughout this series, 96% say they always use a seat belt in the front seat. Slightly fewer (88%) say they always wear seat belts in the back seat and another 5% claim to do so 'nearly always'. Claimed wearing rates for both the front and rear seats are shown below in Figure 23.

Figure 23:

Incidence of Wearing Seat Belts: Front and Rear Seats



Base: Total Sample (n=1563)

Reported use of a seat belt in the front seat at all times continues to be very high for males (95%) and even higher for females (98%). In the rear seat, females (92%) are more likely than males (84%) to say that they always wear rear seat belts and this difference has increased. Reported male wearing rates for the rear of the car at all times increased from 81% in CAS 12 to 88% in CAS 13, declining slightly to 85% in CAS 14 and stabilising at 84% in CAS 15.

The incidence of wearing a seat belt all the time when travelling in the front seat progressively increases with age, from 92% among the 15-24 age group to 99% of the 60's and over.

CAS 15 shows the lowest front seat belt wearing incidence ('always wear it') is 88% in the Northern Territory and 91% in South Australia, with all other States and Territories in the higher range of 95% to 98%.
There appears to have been a marked reduction in the NT in 'always' wearing a rear seat belt, down from 83% last year (Cas 14) to only 71% in CAS 15. This follows an increase from 77% in CAS 13 and from 65% in CAS 12. In all other jurisdictions, the range for 'always' wearing a rear seat belt is 85% to 90%.

The figures for CAS 15 across the States and Territories for the community saying they always wear a front or rear seat belt are shown in Table 44.

Table 44:
Always wear seat belts: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*VIC*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
In the front seat	96	98	95	97	91	95	96	88	96
In the rear seat	88	90	87	90	85	86	89	71	90
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Capital city and non-capital residents now show the same propensity to wear front seat belts all the time (96%). Constant use of rear seat belts is also similar irrespective of location (87%in the capitals, 90% in other places).

Appendix III shows comparative figures for reported seat belt use, starting at CAS 6 (1991).

9.3. Occupant Restraint Enforcement

Respondents were then asked:

> **'In your opinion, in the last 2 years has there been a change in the amount of seat belt enforcement carried out by police? Has the amount of seat belt enforcement increased, stayed the same or decreased?'**

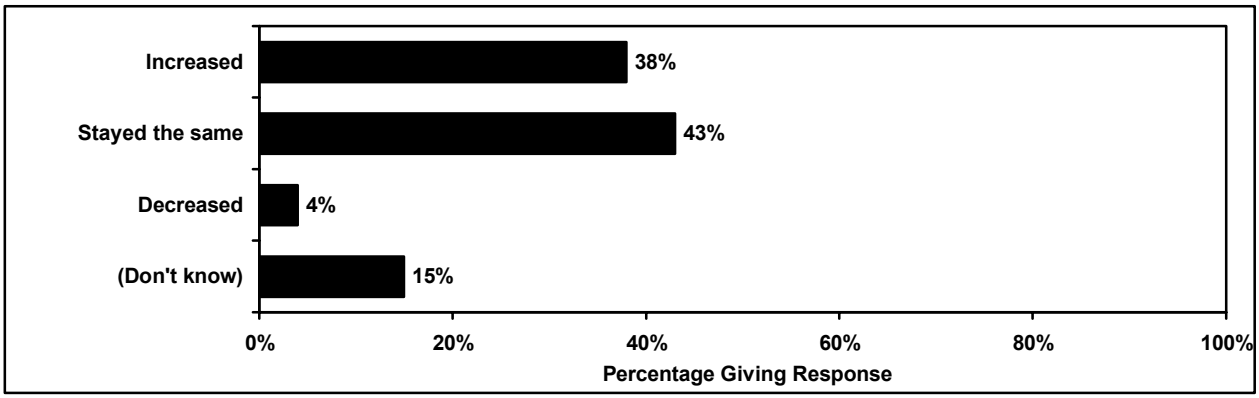
CAS 15 suggests there has been a marked perceived increase in seat belt enforcement in many jurisdictions. Compared with 25% of the Australian community holding the opinion in CAS 14 that occupant restraint enforcement had increased in the past two years, the incidence of that view has increased sharply to 38%.

A further 43% feel the level of enforcement has remained unchanged, while only 4% say it has decreased. The figure for people unable to comment has declined from 23% last year to 15%.

The figures for CAS 15 are shown in Figure 24. Comparative results over time are shown in Appendix III.

Figure 24:

Occupant Restraint Enforcement in the Last Two Years



Base: Total Sample (n=1563)

Consistent with the overall perceived increase in seatbelt enforcement, the figures for both genders in CAS 15 are substantially higher than a year ago. Typically, females have been more likely than males to consider that seat belt enforcement activity had increased and this is still true. Perception of an increase in seat belt enforcement among females is now 40% and among males is 36%.

The proportion unable to comment increases progressively with age, from 5% among 15-24 year olds to 21% of the community aged 60 years and over.

While CAS 15 again shows no distinct pattern across the age groups in perceptions of increased seat belt enforcement, thinking it had increased is highest among the youngest (41%) and the oldest (45%) groups. For all age groups, however, there has been a substantial growth in the proportion saying there has been an increase in seat belt enforcement.

Residents of both New South Wales (54%) and Queensland (50%), in particular, and also the NT (45%) are the most likely to have noticed an increase in seat belt enforcement. Lowest mention of any increase has been recorded among residents of Victoria (17%), South Australia (23%) and in Western Australia (28%).

Growth in the number of people perceiving that seat belt enforcement had increased occurred principally in NSW (from 22% to 54%), Queensland (31% to 50%) and also in the NT (29% to 45%) and the ACT (from 14% to 38%) since CAS 14. The only jurisdiction to show a decrease is South Australia (down from 33% to 23%).

Findings for CAS 15 on this issue across the States and Territories are shown in Table 45.

Table 45:
Occupant restraint enforcement in the last two years: by State and Territory

		State or Territory							
	TOTAL	*NSW*	*Vic*	*QLD*	*SA*	*WA*	*TAS*	*NT*	*ACT*
	%	*%*	*%*	*%*	*%*	*%*	*%*	*%*	*%*
Increased	38	54	17	50	23	28	32	45	38
Stayed the same	43	33	58	36	52	46	52	44	40
Decreased	4	2	4	5	5	7	5	2	3
Don't know	15	10	22	9	19	19	11	9	19
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	268	250	219	180	177	158	157	154

Totals may not add exactly to 100% due to rounding of percentages

While there has clearly been a perceived increase in occupant restraint enforcement between CAS 14 and CAS 15 in capital cities and in the country, perception of an increase is still higher in the country areas (46%) than in the capitals (34%).

9.4. Riding a Motorcycle on the Road in the Last Year

Two questions on riding motorcycles on the road were introduced in CAS 12 (1999). Respondents were asked:

'Have you personally driven a motorcycle on the road in the last year?

and

'Have you been a passenger on a motorcycle on the road in the last year?'

Consistent with the earlier surveys, 8% of the Australian community have driven a motorcycle on the road in the last year. The proportion of motorcycle drivers is higher among the following groups:

- live in non-capital regions (11%) rather than in the capital cities (6%);
- are aged under 60 years (9%);
- are males (14%);
- often drive long distances (at least 50 km, 3 or more times a week) (16%);
- drink and drive (10%) and drink beer (14%) more so than other beverages.

There are few differences between the States and Territories in relation to the incidence of motorcycle driving on the road in the last year. Lowest incidence is reported in Victoria (5%) and the highest in the Northern Territory (13%), Queensland (12%) and Tasmania (11%).

CAS 15 has identified 7% of the community as having ridden as a passenger on a motorcycle on the road in the last year. These passengers most commonly:

- are aged under 25 years (17%);
- do not have a driver's licence (18%);

Most common incidence of being a motorcycle passenger this year across the States and Territories is reported in Tasmania (12%) and the NT (12%).

9.5. Involvement in a road crash

Respondents were asked:

> **'Thinking about all forms of road use over the last 3 years, have you been directly involved in a road crash? This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in the last three years'**

The incidence of being involved in some form of road crash in the last 3 years has remained at a constant 18% for at least the past five surveys (see Appendix III for historical comparison back to CAS 7 (1993).

The likelihood of involvement in a road crash in the past three years continues to decline with respondent age, from a high of 27% and 33% respectively among males and females in the 15-24 year age group[14]. Overall, three in ten people (30%) in the youngest, 15-24 age group, in line with past surveys, have been involved in a road crash in the past three years compared to only 11% of the age group over 60.

There is again little difference overall between males and females in having experienced a recent road crash. Table 46 presents these findings across gender and age.

Table 46:
Involvement in a road crash in the last three years: by Age and Gender

		Gender		*Age*			
	Total	*Male*	*Female*	*15-24*	*25-39*	*40-59*	*60+*
	%I	*%*	*%*	*%*	*%*	*%*	*%*
Yes	18	19	18	30	22	14	11
Base: Total Sample	1563	780	783	245	447	540	331

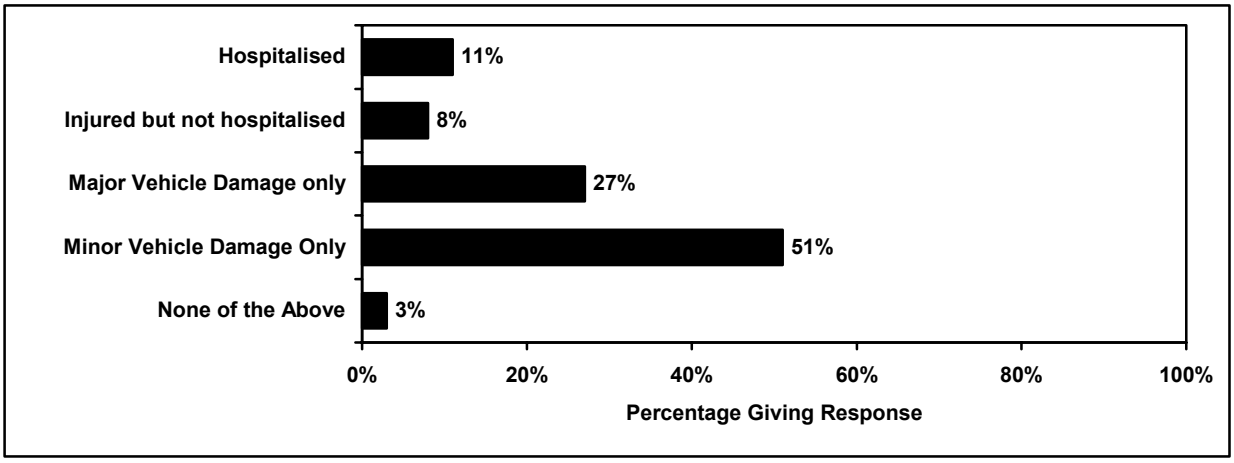
Residents of capital cities (21%) are still overall more likely than those in the country areas (14%) to have been involved in a road crash. This has been a consistent pattern over the period of this research series.

Figure 25 on the next page depicts the severity of the crashes experienced in the last three years.

[14] This is indicative of a pattern that has occurred consistently over time. Care should, however, be taken in quoting these age group percentages within gender as the figures are based on fairly small sample sizes

Figure 25:

Severity of crash in the last three years



Base: Been in an crash in the last three years (n=251)

Just under one in five (19%) in the CAS 15 sample who have been involved in a road crash in the last three years report some injury to an occupant as a result of that accident, including 11% requiring hospitalisation. The findings on the severity of the injuries have varied from year to year over the course of the surveys. This is probably due to limitations of sample size. However, when observed over the full course of these surveys since CAS 7 (1993), the propensity to experience road crashes and experience injury has been relatively constant.

9.6. Driver Fatigue

A series of questions on driver fatigue was introduced in CAS 14 and repeated in CAS 15. Respondents were asked:

'Have you ever fallen asleep at the wheel while driving a car?'

CAS 15 shows 15% of the Australian community have fallen asleep while at the wheel at least once. As shown below in Table 47, males are three times as likely as females to have fallen asleep while driving (24% of males compared with 7% of females).

Table 47:
Ever fallen asleep at the wheel: by Gender and Age

	TOTAL	*Gender*		*Age*			
	%	*Male*	*Female*	*15-24*	*25-39*	*40-59*	*60+*
		%	*%*	*%*	*%*	*%*	*%*
Yes	15	24	7	9	19	15	15
No	85	76	93	91	81	85	85
(Don't Know)	0	0	0	0	0	0	0
TOTAL	100%	100%	100%	100%	100%	100%	100%
Base: Total Sample	1563	780	783	245	447	540	331

The above figures refer to the full community aged at least 15 years. Among all people who have ever held a driving licence, the incidence of having ever fallen asleep at the wheel is 17%. These findings are similar to CAS 14, but show even higher relative propensity for driver fatigue to be manifested in men.

Confirming the pattern suggested last year, the 25-39 year age group (19%) is still the most likely to have fallen asleep at the wheel.

As might be expected, people who often drive long distances are significantly more likely to report falling asleep while driving. Some 21% of drivers travelling 50km/hr or more at least once a week say they have fallen asleep while driving. This compares with 14% of those who drive this distance less often.

CAS 14 last year showed no statistically significant variations between the various States and Territories in the incidence of falling asleep at the wheel. The range reported in CAS 14 was from 10% (ACT) to 16% (NSW and NT). CAS 15 shows a wider variation, ranging from 9% in the ACT (similar to last year) to 22% in the NT. The incidence of 19% in Western Australia is also relatively high, compared to the rest of the nation.

Among drivers who fell asleep at the wheel, over half (63%) say this happened only once. A further 15% of these drivers affected by fatigue recall falling asleep at the wheel on two separate occasions while a further 8% recall this on three separate occasions.

More than one in ten drivers (13%) who have fallen asleep while driving recall doing so in the past six (6) months.

The most recent episode of falling asleep while driving a car is most likely to have occurred on a trip of more than two hours duration (52% of occasions) but trips of up to two hours were almost as common. The event occurred mainly in country locations (36% on a country road and 33% on a country highway). In 95% of cases, the car was moving, rather than stationary. The most frequent time for falling asleep at the wheel was between midnight and 6am (36%), though there is a broad and fairly even spread of other times when this has happened.

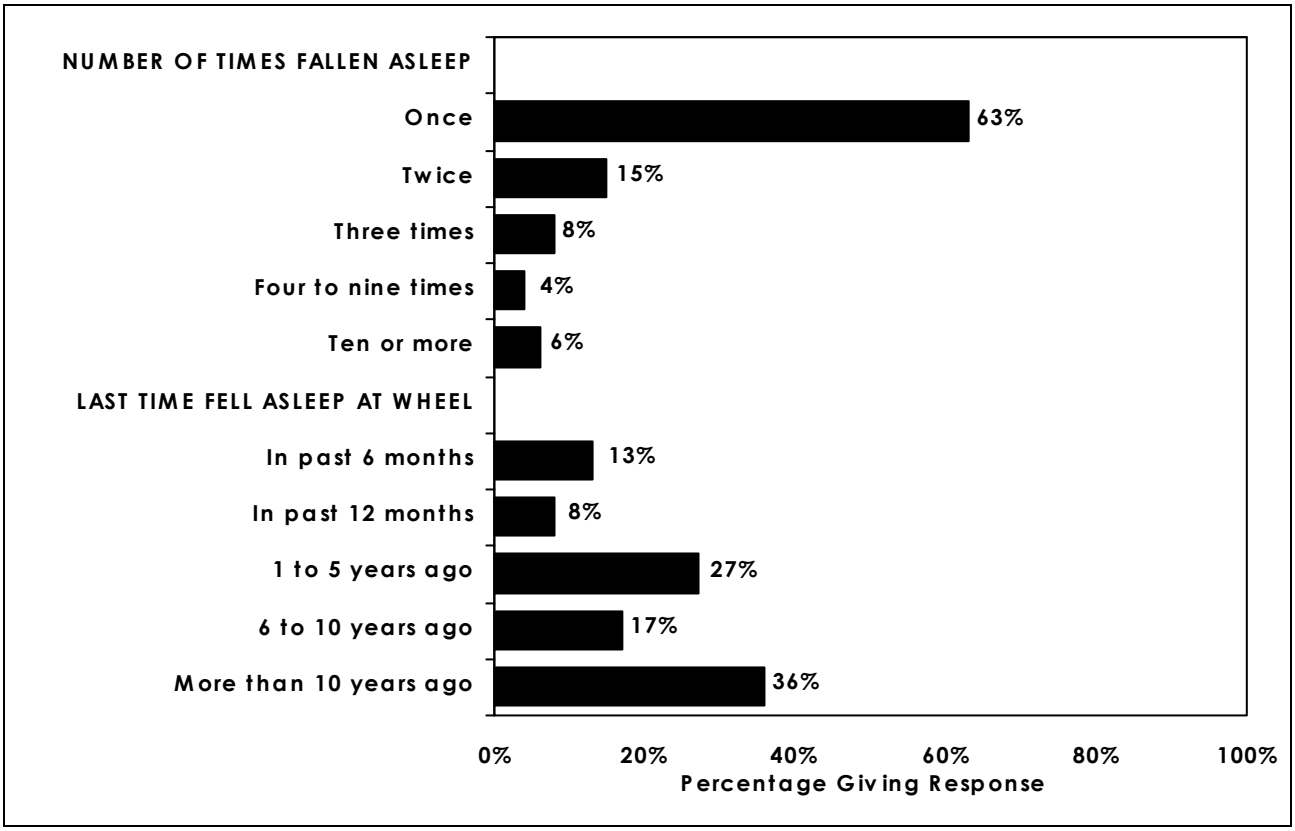
Overall, the CAS 15 survey reports that 9% of occasions when last falling asleep at the wheel resulted in a road accident. Taken further, a total of 11% of people who recall ever having fallen asleep at the wheel say they had an accident as a direct result.

Figures 26 and 27 illustrate statistics in relation to drivers falling asleep at the wheel, in terms of:

- the number of times they recall doing so;
- how long ago it was since the last time;
- period since the last time, trip duration;
- road type and location;
- whether vehicle moving or stationery;
- time of day; and
- whether or not an accident occurred.

Figure 26:

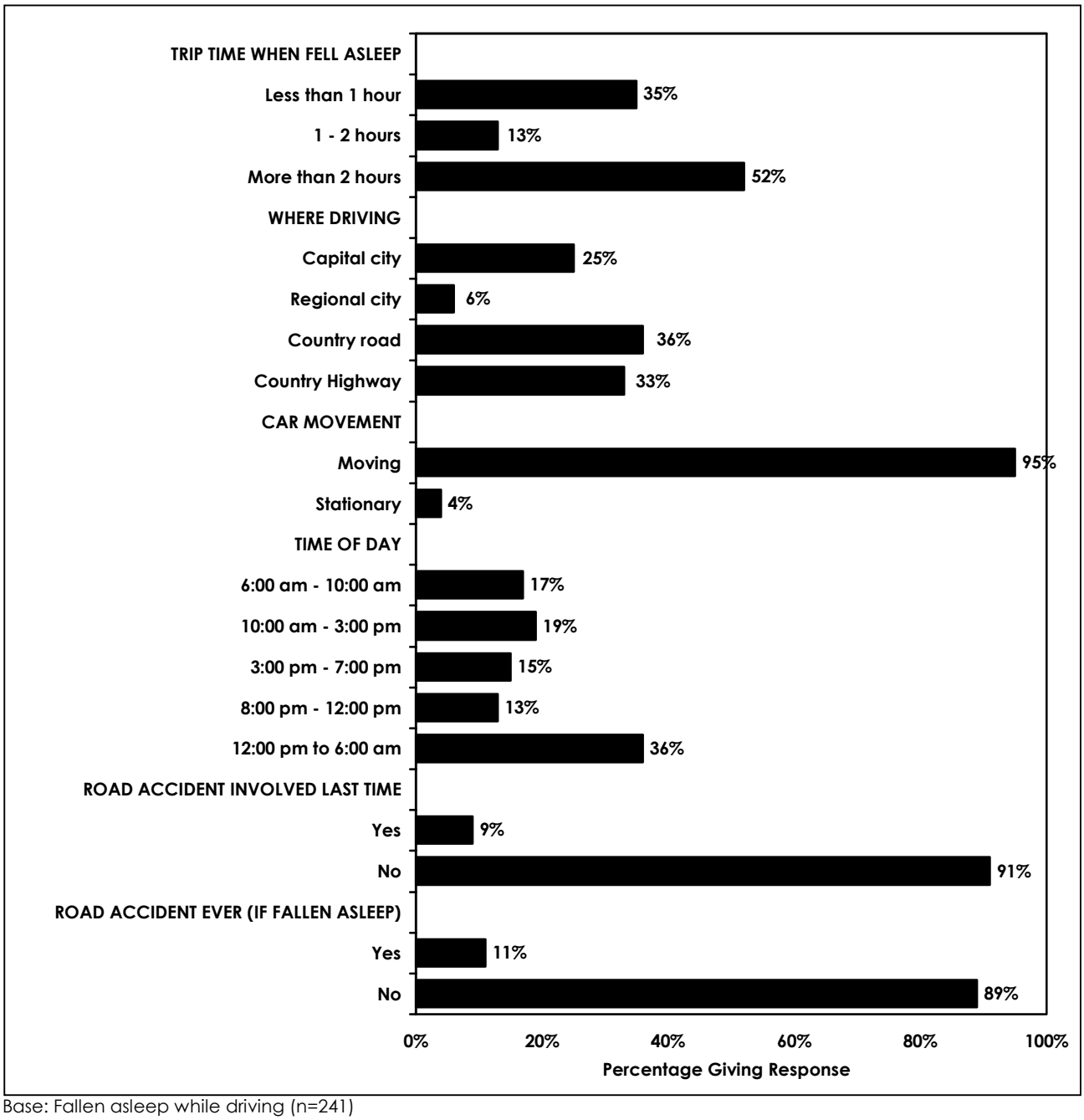
Driver statistics among drivers who have ever fallen asleep at the wheel



Base: Fallen asleep while driving (n=241)

Figure 27:

Trip Statistics among Drivers who have ever fallen asleep at the wheel



Base: Fallen asleep while driving (n=241)

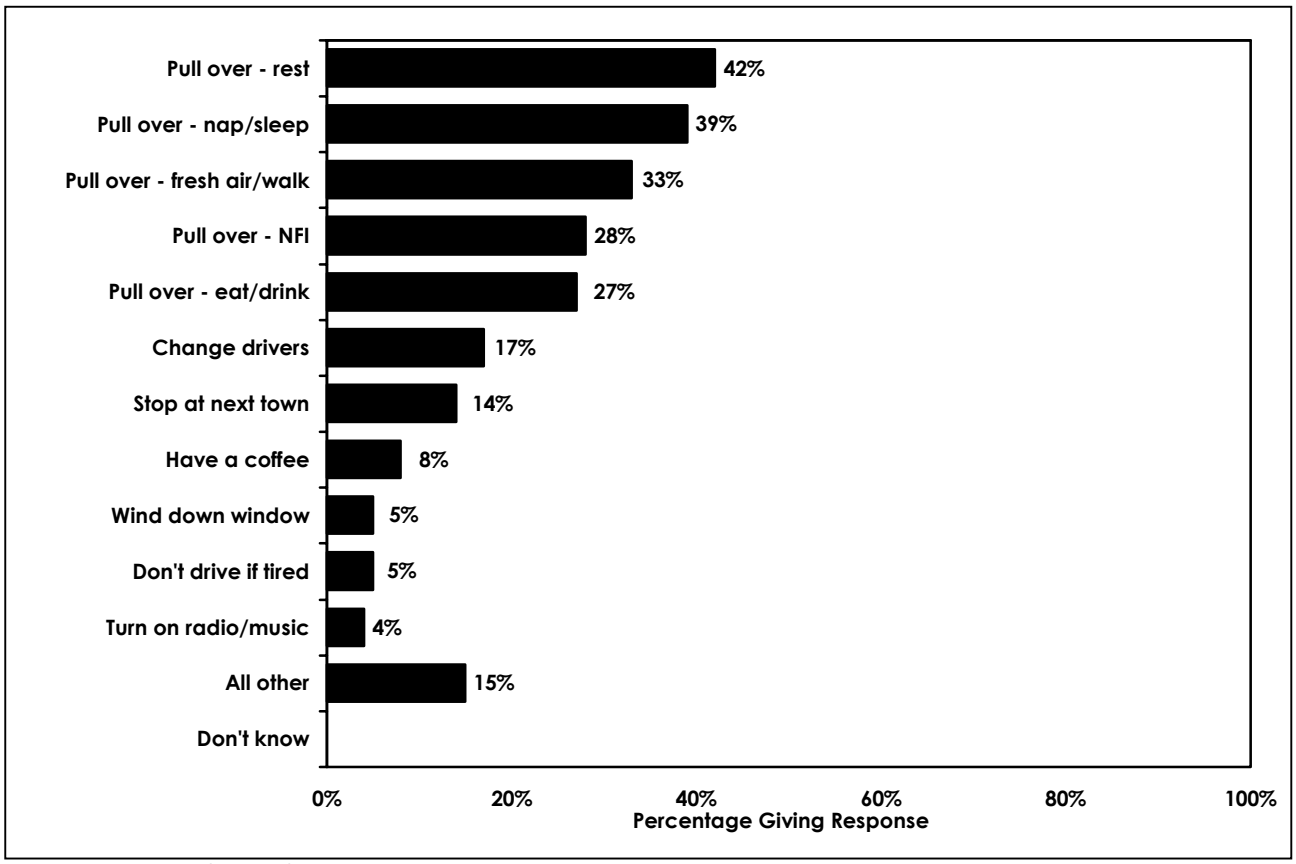
All respondents were asked to suggest what drivers could do if they experience fatigue or tiredness while driving.

> **'What should drivers do if they experience fatigue or tiredness while they are out driving? Is there anything else drivers should do, if they experience fatigue or tiredness while they are driving'?**
> **PROBE FOR CLARITY - DO NOT AID**

As illustrated in Figure 28 below, most of the suggestions to deal with fatigue or tiredness while driving centre on 'pulling over'. By this, they recommend taking steps to rest, sleep, get some fresh air, eat, drink or change drivers. Ideas involving attempts to continue driving, such as winding down the window and turning on or up the radio, are also raised, though with limited frequency.

Figure 28:

Strategies for dealing with fatigue or tiredness



Base: Total Sample (n=1563)
Multiple Answers Allowed
NFI = no further information

Respondents were then asked to suggest ways to avoid the onset of fatigue in the first place:

> **'When planning to drive or when actually at the wheel, what can drivers do to reduce the likelihood of becoming tired, before fatigue occurs? What other steps can drivers take to avoid or reduce the likelihood of becoming tired or drowsy on a trip? PROBE FOR CLARITY - DO NOT AID**

The majority of strategies suggested for reducing the likelihood of becoming tired at the wheel involve rest, including ensuring a good night's rest prior to embarking on a long trip (35%), factoring in regular rest breaks on long trips (21%), breaking every two hours (14%), or pulling over to rest or sleep (11%).

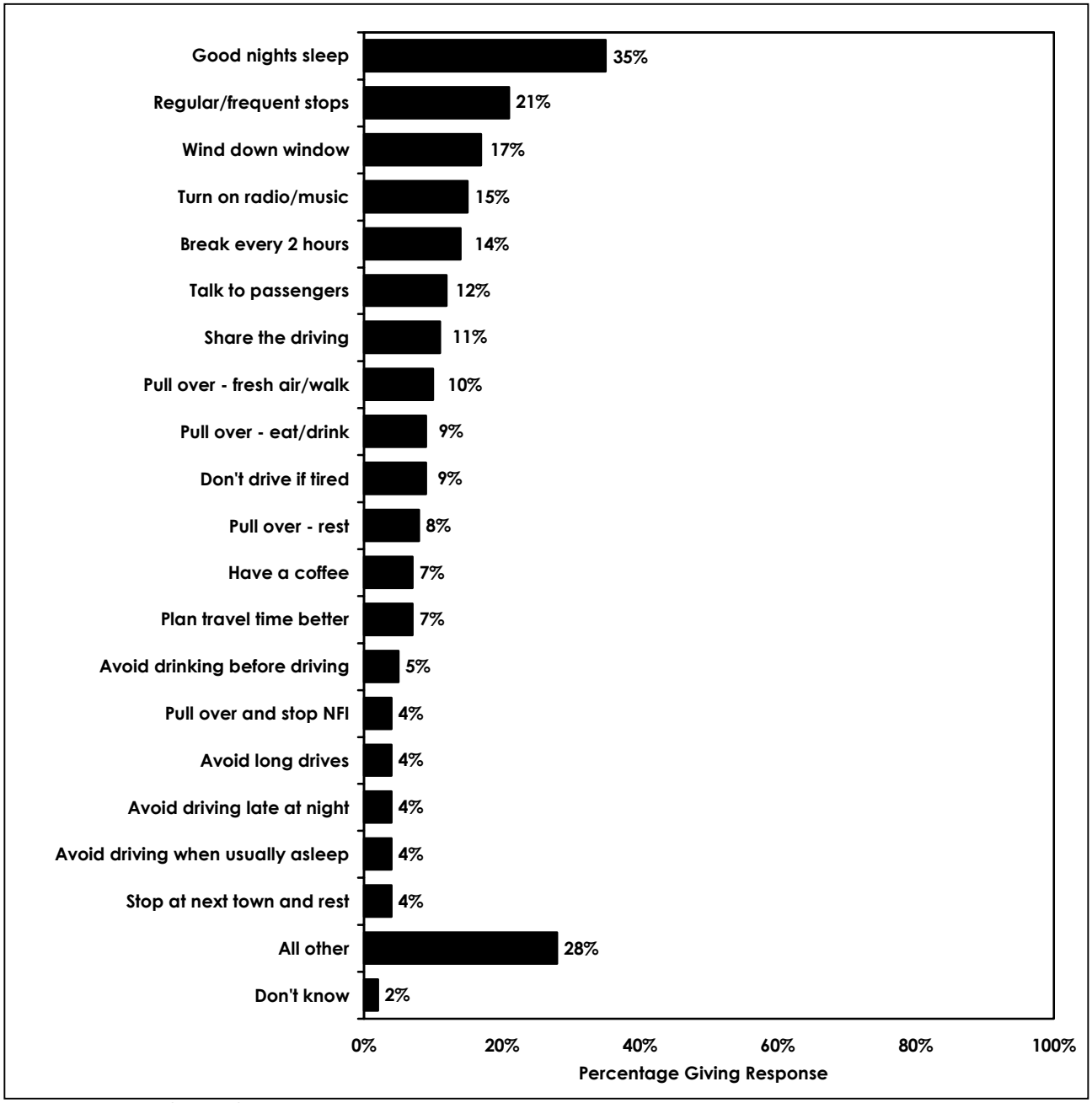
Further measures include drivers ceasing to drive in some way, including pulling over to eat (9%) or walk or exercise (10%), sharing the driving (11%), not driving if tired (5%), pulling over (4%) or stopping at the next town or rest stop (4%).

Measures designed to allow drivers to stay at the wheel were also suggested, such as winding down the window (17%), turning on the radio or music (15%) or talking to passengers (12%).

Figure 29 below highlights the range of responses.

Figure 29:

Strategies for avoiding fatigue



Base: Total Sample (n=1563)
Multiple Answers Allowed

These findings confirm the CAS 14 indications that a majority of drivers recognise that pre-planning to be fresh, plus taking rests and regular breaks from the driving task are key strategies for dealing with driver fatigue.

Appendix I: Letter to Households

Australian Transport Safety Bureau
15 Mort Street, Canberra City ACT 2601 Australia
PO Box 967, Civic Square ACT 2608
Telephone: 02 6274 7249
Facsimile: 02 6274 7922
www.atsb.gov.au

Dear Householder

Notice of Important Community Survey

The Federal Government is planning to conduct a national telephone survey on a range of important road safety issues.

Taverner Research Company has been commissioned to carry out this survey on the Government's behalf and your address has been randomly selected from the current White Pages telephone directory. An interviewer from *Taverner Research* may telephone your number in the next week or so to talk to someone in your household who is at least 15 years of age.

They will ask the person who answers the phone if you have received this letter and if you are willing to help in this survey. They will then ask how many people live in the house and their age and gender. This information is typed into a computer and the computer will then choose at random, someone from your household to answer the survey.

The interview will take about 10 minutes to complete and will be easy to answer. Let me assure you that the responses from the household member who gives the interview will remain strictly confidential. The answers will be combined with all the other responses from people throughout Australia to present a national picture.

The information from this survey will help the Government develop road safety programs to reduce the number of deaths and serious injuries on Australia's roads.

Should you wish to confirm anything about this survey, please call the Project Manger Olivia Sherwood at the Australian Transport Safety Bureau, Canberra on (02) 6274 7249 or you may call our toll free number 1 800 026 349.

Thank you for taking the time to read this letter. We want to be sure that the findings reflect the views of all Australians and we are grateful for your assistance.

Yours sincerely

Kym Bills
Executive Director
February 2002

Appendix II: Questionnaire for CAS 15

COMMUNITY ATTITUDES SURVEY (ROAD SAFETY) WAVE 15

TAVERNER Research Company
Level 2, 88-90 Foveaux Street
SURRY HILLS, NSW 2010

March, 2002

Taverner Ref: TRC.923/MT
Consultancy Commission No. T1999/1523: CAS 15

QUESTIONNAIRE FOR CAS15

Good (....). My name is (....) from TAVERNER Research Company. I am calling about the letter sent last week from the Director of the Australian Transport Safety Bureau (for the Department of Transport and Regional Services), inviting someone in your home to take part in a survey about roads and traffic.

IF NECESSARY: Did you see the letter?

IF NO: The Australian Transport Safety Bureau (a section of the Department of Transport and Regional Services) conducts regular surveys into public opinion. Your home has been selected at random to be included in this year's Community Attitudes Survey.

OFFER TO SEND ANOTHER LETTER IF RESPONDENT WILL NOT ANSWER FURTHER - OBTAIN FULL ADDRESS.

We need to speak to one person in each household and it is very important that we randomly select that person.

S.1 *How many people living in your home are aged 15 years and over?*
IF ONLY ONE, INTERVIEW THAT PERSON

IF TWO OR MORE, SAY:

Number.

_____

To help me select the person for this interview, please tell me the name of each of those (..number..) people. Please st**art with the youngest.**

Person No.	Persons name/position	Sex (M/F)	Age Group (Code)	Selected Respondent
1				1
2				2
3				3
4				4
5				5
6				6

ASK SEX OF EACH LISTED PERSON

S.2 Is (..person..) male or female?

S.3 Which of the following age groups does (..person..) fall into?

THEN SAY, AFTER COMPUTER HAS RANDOMLY SELECTED ONE MEMBER: The person I need to speak to is (..person..). Is (he/she) home now?

NOTE: ONLY PROCEED WITH SELECTED RESPONDENT - DO NOT SUBSTITUTE

Q.1a) FACTOR MOST OFTEN LEADING TO ROAD CRASHES (SINGLE) What factor do you think most often leads to road crashes? **RECORD SINGLE RESPONSE IN (First Mention) Q.1a) GRID BELOW. ALL OTHER RESPONSES IN COLUMN FOR Q.1b) (Other Mentions)**	**Q.1b) OTHER FACTORS LEADING TO ROAD CRASHES (UP TO TWO)** What other factors lead to road crashes? What else? **ACCEPT MULTIPLES AND RECORD IN GRID BELOW - MAXIMUM TWO RESPONSES IN Q.1(b)**

	Q.1(a) First Mention	**Q.1(b) Other Mentions (up to 2)**
Speed/Excessive speed/Inappropriate speed	1	1
Drink driving	2	2
Drugs (other than alcohol)	3	3
Driver attitudes/Behaviour/Impatience	4	4
Driver inexperience/Young drivers	5	5
Older drivers	6	6
Inattention/Lack of concentration	7	7
Carelessness/Negligent driving	8	8
Lack of driver training/Insufficient training	9	9
Driver fatigue	10	10
Disregard of road rules	11	11
Ignorance of road rules	12	12
Road design/Poor design/Poor road signs	13	13
Road conditions/Traffic congestion	14	14
Weather conditions	15	15
Vehicle design	16	16
Failing to maintain vehicle/Lack of maintenance	17	17
Too few police on road/Lack of police enforcement	18	18
Louts/showing off	19	19
Driving too close to other cars	20	20
Other **(specify)**		
……..	21	21
……..	22	22
(Don't know/none)	25	25

DRINK DRIVING SECTION

The next few questions are about random breath testing of drivers, or R.B.T., for alcohol.

Q.2a) AGREE OR DISAGREE WITH RBT

Do you agree or do you disagree with the random breath testing of drivers? Would that be…**READ OUT**
IF NECESSARY SAY: "Random Breath Testing for Alcohol".

1. Agree STRONGLY
2. Agree Somewhat
3. Disagree Somewhat
4. Disagree STRONGLY
5. (Don't know)

Q.2b) PERCEIVED CHANGE IN AMOUNT OF RBT (LAST 2 YEARS)

In your opinion, in the LAST 2 YEARS, has the amount of random breath testing being done by police….**READ OUT**

IF NECESSARY: "Do you feel that the police have been more active or less active about random breath testing in the last 2 years, or has that activity stayed the same?"

1. Increased/(more active)
2. Stayed the same
3. Decreased/(less active)
4. (Don't know)

Q.3a) WHETHER OR NOT SEEN RBT IN LAST 6 MONTHS

Have you seen police conducting random breath testing in the LAST 6 MONTHS?

1. Yes CONTINUE
2. No GO TO Q.5
3. (DK/Can't recall) GO TO Q.5

Q.3b) WHETHER PERSONALLY BEEN RBT'd IN THE LAST 6 MONTHS

Have you personally been breath tested in the **LAST 6 MONTHS**?

1. Yes
2. No
3. (DK/Can't recall)

Q.4 DELETED AFTER CAS 10

Q.5 AFFECT OF .05 BAC ON PERSONAL PEDESTRIAN SAFETY

Do you think that a blood alcohol reading of .05 (point 05) would affect your ability to act safely AS A PEDESTRIAN in any way?

IF "do not drink/only drink at home", SAY: "Do you EXPECT it would affect your ability to act safely as a pedestrian, or not?"

1. Yes, would affect
2. Would not affect
3. (Don't know)

Q.6 WHETHER OR NOT HAVE LICENCE

Do you personally have a current driver's licence or motor cycle licence or permit?

1. Yes CONTINUE
2. No GO TO Q.8

IF LICENSED:

Q.7a) FREQUENCY OF DRIVING DURING AN AVERAGE WEEK

How often do you drive or ride a motor vehicle on the road, assuming an average week? **READ OUT**

1. Every day of the week
2. 4-6 days a week
3. 2-3 days a week
4. At least one day a week
5. Less than one day a week/at least sometimes
6. Never/Do not drive nowadays GO TO Q.9

Q.7b) FREQUENCY DRIVE 50 KM DISTANCES OR MORE

On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?
READ OUT

1. 3 or more times a week
2. At least once a week
3. At least once a month
4. At least once every three months
5. At least once a year
6. Less than once a year

IF ANSWERED Q.7b, NOW GO TO Q.9

IF DO NOT HAVE CURRENT LICENCE ("NO" in Q.6) ASK:
Q.8 PAST OWNERSHIP OF LICENCE

Have you **EVER** had a driver or motorcycle licence?

1. Yes CONTINUE
2. No GO TO Q.14

IF EVER HELD LICENCE - "YES" in Q.6 or Q.8
Q.9 TYPES OF LICENCES EVER OWNED

What licence or licences do you hold or have you held? Any other licences?
READ OUT TO CLARIFY

1. Car: Learner's permit
2. Car: Provisional Licence or P/plate
3. Car: Full driver's licence
4. Heavy Vehicle licence
5. Bus driver's licence
6. Motorcycle: Learner's permit
7. Motorcycle: Provisional licence
8. Motorcycle: Full motorcycle licence
9. Taxi or Hire Car Licence

Q.10 LENGTH OF TIME HAD LICENCE

How long have you had (did you have) your driver's licence or permit?
IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST PERIOD OF TIME

Would that be ..... **READ OUT**

1. Up to 3 years
2. 3-5 years
3. 6-10 years
4. Over 10 years

Q.11 ATTITUDE TO DRINKING AND DRIVING

Which of the following statements best describes your attitude to drinking and driving?
READ OUT

1. I don't drink at any time GO TO Q.14a)
2. If I am driving, I don't drink CONTINUE
3. If I am driving, I restrict what I drink CONTINUE
4. If I am driving, I do not restrict what I drink CONTINUE
5. (Don't know) CONTINUE

Q.12a)/b) DELETED AFTER CAS 9

Q.13a) USAGE OF BREATH TESTING MACHINES IN LAST 6 MONTHS

Some hotels and clubs have installed self-operated breath testing machines to allow patrons to test their blood alcohol level before driving their vehicles. Have you used one of these machines in the LAST 6 MONTHS?

1. Yes
2. No
3. (Don't know/not sure)

Q.13b) LIKELIHOOD OF TESTING BREATH FOR BAC

If you had the opportunity, how likely would you be to test your breath to decide whether or not to drive? Would that be .....

READ OUT

1. Very likely
2. Somewhat likely
3. Not likely
4. (Don't know)

ASK EVERYONE:

Q.14a) NUMBER OF STANDARD DRINKS IN FIRST HOUR TO STAY UNDER .05

Current guidelines state that a (..man/woman..) can drink so many **standard drinks** in the first hour and then so many each hour after that to stay under .05. **PAUSE**

How many **standard drinks** do they say a (..say sex of this respondent..) can have in the first hour **to stay under .05**?

ENCOURAGE BEST ESTIMATE - STRESS 'MALE' or 'FEMALE' ACCORDING TO SEX OF RESPONDENT

1. One
2. Two
3. Three
4. Four
5. Five
6. (less than one)
7. (no average/ affects people differently)
8. Other (specify)
9. (Don't know)

Q.14b) NUMBER OF STANDARD DRINKS EACH SUBSEQUENT HOUR TO STAY UNDER .05

And how many drinks **each hour after that** will keep you under .05?

1. One
2. Two
3. Three
4. Four
5. Five
6. (less than one)
7. (no average/ affects people differently)
8. Other (specify)
9. (Don't know)

IF 'DON'T DRINK' (Code 1 in Q.11.), GO TO SPEEDING SECTION (Q.16)

Q.15a) PERSON"S MAIN ALCOHOLIC DRINKS

What types of alcoholic beverage do you mainly drink?

RECORD MULTIPLE RESPONSES IF GIVEN

1. Full strength beer
2. Light beer
3. Wine/champagne
4. Mixed drinks/spirits/liqueurs
5. Alcoholic cider
6. Don't drink (GO TO Q.16)
7. Other (specify)_____

ASK ALL BEER DRINKERS, FULL OR LIGHT (Code 1 or 2 in Q.15a)
Q.15b) PERCEIVED NUMBER OF STANDARD DRINKS IN A 375ml FULL STRENGTH BEER STUBBY/CAN

How many **standard drinks** do you think are contained in a stubby or can (375 mils) of full-strength beer?

1. Half
2. One
3. One and a half
4. Two
5. Three
6. Four or more
7. Other (specify)_____
8. (Don't know)

ASK ALL WINE DRINKERS (Code 3 in Q.15a)
Q.15c) PERCEIVED NUMBER OF STANDARD DRINKS IN A 750ml BOTTLE OF WINE

How many **standard drinks** do you think are contained in a bottle (750 mils) of wine?

1. Up to three
2. Four
3. Five
4. Six
5. Seven
6. Eight
7. Nine or more
8. (Don't know)

SPEEDING SECTION

EVERYONE: Now I have a few questions about speed on the road.

Q.16 PERCEPTION OF ANY CHANGE IN SPEED ENFORCEMENT IN LAST TWO YEARS

In your opinion, has there been a change in the **LAST 2 YEARS** in the amount of speed enforcement carried out by police? Has the amount of speed enforcement INCREASED, STAYED THE SAME or DECREASED?

1. Increased
2. Stayed the same
3. Decreased
4. (Don't Know)

IF EVER HELD LICENCE (Coded 1 "YES" in Q.6 or Q.8), CONTINUE
OTHERS GO TO Q.21a)

Q.17 DELETED FOR AFTER CAS 9

Q.18a) WHETHER OR NOT BEEN BOOKED FOR SPEEDING IN LAST 2 YEARS

Have you personally been booked for speeding in the LAST 2 YEARS?

1. Yes CONTINUE
2. No GO TO Q.19
3. Not driven in last 2 years GO TO Q.21a)

Q.18b) WHETHER OR NOT BEEN BOOKED FOR SPEEDING IN LAST 6 MONTHS

And have you personally been booked for speeding in the LAST 6 MONTHS?

1. Yes CONTINUE
2. No CONTINUE
3. Not driven in last 6 months GO TO Q.21a)

Q.19 CHANGE IN DRIVING SPEED IN LAST 2 YEARS

In the LAST 2 YEARS has your driving speed generally .. **READ OUT**

1. Increased CONTINUE
2. Stayed the same CONTINUE
3. or Decreased CONTINUE
4. Not driven in last 2 years GO TO Q.21a)

Q.20 FREQUENCY DRIVE AT 10 KM/HR OVER SPEED LIMIT

How often do you drive at 10 km/hr or more over the speed limit? Would that be ..**READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. or Never

ASK EVERYONE:

Q.21a) SPEED SHOULD BE ALLOWED TO DRIVE IN 60KM/HR URBAN ZONES

Now thinking about **60 km/hr** speed zones in **URBAN** areas, how fast should people be allowed to drive without being booked for speeding?

1. 60 km/hr
2. 65 km/hr
3. 70 km/hr
4. 75 km/hr
5. 80+ km/hr
6. (Don't know)

Q.21b) SPEED SHOULD BE ALLOWED TO DRIVE IN 100KM/HR RURAL ZONES

Now thinking about **100 km/hr** speed zones in **RURAL** areas, how fast should people be allowed to drive without being booked for speeding?

1. 100 km/hr
2. 105 km/hr
3. 110 km/hr
4. 115 km/hr
5. 120+
6. (Don't know)

Q.21c)/d)/e)
DELETED FOR WAVE 12 AND REPLACED WITH Q.21f) AND Q.21g) WHICH WERE DELETED AFTER CAS 13

NEW QUESTIONS FOR CAS 15 - EVERYONE
(Q21h)-i))

Q21(h) PERCEPTION - SPEED ALLOWED OVER THE LIMIT WITHOUT BEING BOOKED IN POSTED 60KM/HR URBAN ZONES

Thinking again about **60 km/hr** zones in **URBAN** areas, how far **OVER THE SPEED LIMIT** are people **generally allowed to drive** without being booked for speeding?

PROBE IF NECESSARY: So what speed would be allowed, without being booked (in a 60 km/hr urban zone – generally speaking…in normal circumstances)

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

1. 61 (one km over)
2. 62 (two km over)
3. 63 (three km over)
4. 64 (four km over)
5. 65 (five km over)
6. 66 (six km over)
7. 67 (seven km over)
8. 68 (eight km over)
9. 69 (nine km over)
10. 70 (ten km over)
11. Over 70 (more than ten km over) **SPECIFY**

……

20. RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**

……

30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**

……

60. NOTHING OVER 60 km/hr – STAY WITHIN 60 km/hr - MAXIMUM 60 km/hr

……

70. Other response **SPECIFY IN DETAIL**

……

98. Really do not know/Cannot say **(AFTER PROBE – DO NOT PROMPT)**

(POST CODING NOTE: for "ranges", post code to median, rounding up to the nearest whole number)

Q21(i) PERCEPTION - SPEED ALLOWED OVER THE LIMIT WITHOUT BEING BOOKED IN POSTED 100KM/HR URBAN ZONES

And now thinking again about **100 km/hr** zones in **RURAL** areas, how far **OVER THE SPEED LIMIT** are people **generally allowed to drive** without being booked for speeding?

PROBE IF NECESSARY: So what speed would be allowed, without being booked in a 100 km/hr rural zone – generally speaking…in normal circumstances?

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

1. 101 (one km over)
2. 102 (two km over)
3. 103 (three km over)
4. 104 (four km over)
5. 105 (five km over)
6. 106 (six km over)
7. 107 (seven km over)
8. 108 (eight km over)
9. 109 (nine km over)
10. 110 (ten km over)
11. 111 (eleven over)
12. 112 (twelve over)
13. 113 (thirteen over)
14. 114 (fourteen over)
15. 115 (fifteen over)

16. Over 115 (more than fifteen km over) **SPECIFY**
……
21. RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**
……
30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**
……
61. NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
……
71. Other response **SPECIFY IN DETAIL**
……
98. Really do not know/Cannot say **(AFTER PROBE – DO NOT PROMPT)**

(POST CODING NOTE: for "ranges", post code to median, rounding up to the nearest whole number)

CONTINUE – ALL
Q.22 AGREE OR DISAGREE WITH STATEMENTS ABOUT SPEED ISSUES

I am going to read a list of statements about speed issues. Please say how much you agree or disagree with each statement. Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly? **READ OUT STATEMENTS**

ROTATE ORDER	***Agree Strongly***	***Agree Somewhat***	***Disagree Somewhat***	***Disagree Strongly***	***(Don't know)***
a) Fines for speeding are mainly intended to raise revenue	1	2	3	4	5
b) I think it is okay to exceed the speed limit if you are driving safely	1	2	3	4	5
c) Speed limits are generally set at reasonable levels	1	2	3	4	5
d) If you increase your driving speed by 10 km/hr you are significantly more likely to be involved in an accident	1	2	3	4	5
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/h	1	2	3	4	5

Q.23 INTRODUCTION

Some road safety authorities believe that the speed limit in RESIDENTIAL AREAS should be lowered from 60 km/hr to 50 or 40 km/hr. This would only apply to local streets and minor roads, not arterial roads or highways.

Q.23a) APPROVE OR DISAPPROVE OF LOWERING SPEED LIMIT IN LOCAL RESIDENTIAL STREETS TO 50 KM/HR

How would you feel about a decision to lower the speed limit in local streets and minor roads IN RESIDENTIAL AREAS to 50 km/hr? Would you **READ OUT**

IF RESPONDENT SAYS THIS ALREADY HAS HAPPENED, SAY…"How DO you feel about lowering the speed limit in local RESIDENTIAL streets and minor roads to 50 km/hr?

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.23b) APPROVE OR DISAPPROVE OF LOWERING SPEED LIMIT IN LOCAL RESIDENTIAL STREETS TO 40 KM/HR

How would you feel about a decision to lower the speed limit IN RESIDENTIAL AREAS to 40 km/hr? Would you ... **READ OUT**

IF RESPONDENT SAYS THIS ALREADY HAS HAPPENED, SAY…"How DO you feel about lowering the speed limit in LOCAL RESIDENTIAL streets and minor roads to 40 km/hr?

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.24a) ATTITUDE TO COMPULSORY CARRIAGE OF LICENCE WHEN DRIVING

In some Australian States it is compulsory to carry a driver's licence AT ALL TIMES while driving any motor vehicle. One of the aims of this law is to discourage unlicensed driving. Another is to ensure that offenders are properly identified and required to pay their fines.

How do you feel about this law? Do you .....**READ OUT**

IF NECESSARY SAY: The law that makes it compulsory to carry a driver's licence while driving a motor vehicle.

1. Approve strongly
2. Approve somewhat
3. Not care either way
4. Disapprove somewhat
5. Disapprove strongly
6. (Don't know)

Q.24b) PERCEPTION OF WHETHER OR NOT THEIR STATE/TERRITORY HAS COMPULSORY LICENCE CARRIAGE

To the best of your knowledge, does your STATE (TERRITORY) have a law requiring people to carry their licence at all times while driving any motor vehicle?

1. Yes
2. No
3. (Don't know)

NEW QUESTION NUMBERING FROM CAS 14 ONWARDS (WAS Q.29)
Q.24c) WHETHER OR NOT PERSONALLY DRIVEN A MOTORCYCLE IN THE LAST YEAR

Have you personally driven a motorcycle on the road in the last year?

1. Yes
2. No

Q.24d) WHETHER OR NOT PERSONALLY BEEN A PASSENGER ON A MOTORCYCLE IN THE LAST YEAR

Have you been a passenger on a motorcycle on the road in the last year?

1. Yes
2. No

OCCUPANT RESTRAINT SECTION

Q.25a) HOW OFTEN WEAR A FRONT SEAT BELT

When travelling in a car, how often do you wear a seat belt in the **FRONT SEAT**, either as a driver or a passenger? Would that be..... **READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. Never
7. (Don't travel in front seat)

Q.25b) HOW OFTEN WEAR A REAR SEAT BELT

And in the **REAR SEAT,** would you wear a seat belt .... **READ OUT**

1. Always
2. Nearly always (90%+)
3. Most occasions
4. Sometimes
5. Just occasionally (20% or less)
6. Never
7. (Don't travel in rear seat)

Q.26 PERCEPTION OF CHANGE IN AMOUNT OF SEAT BELT ENFORCEMENT IN LAST TWO YEARS

In your opinion, in the **LAST 2 YEARS** has there been a **CHANGE** in the amount of seat belt enforcement carried out by police? Has the amount of seat belt enforcement **INCREASED**, **STAYED THE SAME** or **DECREASED**?

1. Increased
2. Stayed the same
3. Decreased
4. (Don't know)

ACCIDENT SECTION

Q.27 WHETHER OR NOT BEEN IN A ROAD ACCIDENT IN LAST 3 YEARS

Thinking about all forms of road use over the PAST 3 YEARS, have you been directly involved in a ROAD ACCIDENT. This could be as a driver, passenger, cyclist, pedestrian or as any other form of road user in the LAST 3 YEARS?

1. Yes CONTINUE
2. No GO TO FATIGUE (Q.29)

Q.28 RESULT OF ACCIDENT EXPERIENCE

Was this an accident where ..... **READ OUT AND ACCEPT ONE ANSWER ONLY**

1. Someone needed to be hospitalised
2. Someone was injured but did not need to be hospitalised
3. There was major damage to a vehicle but no one was injured
4. There was minor damage to a vehicle but no one was injured
5. None of the above
6. (Don't know)

FATIGUE SECTION (INCLUDED FROM CAS 14)

Now I have a few questions about driver fatigue or tiredness.

Q.29 IF EVER FALLEN ASLEEP AT THE WHEEL

Have you ever fallen asleep at the wheel while driving a car?

1. Yes
2. No
3. (Don't know/ Can't recall)

IF 2-3 IN Q29 SKIP TO Q38
Q.30 NUMBER OF TIMES FALLEN ASLEEP AT WHEEL

Would that have been **READ OUT**

1. Once/ only once
2. Twice
3. Three times
4. More than three times (Specify number)
   _____

Q.31 HOW LONG AGO LAST FELL ASLEEP AT THE WHEEL

When was the last time you fell asleep at the wheel while driving a car?

1. Past 6 months
2. 2. Past year/ last 12 months
3. 3. 1-2 years ago
4. 4. 3-5 years ago
5. 5. 6-10 years ago
6. 6. More than 10 years ago
7. 7. (Don't know/ can't remember)

Q.32 TYPE OF TRIP WHEN LAST FELL ASLEEP AT WHEEL

Thinking about the last time this happened, what kind of trip were you taking?
Was it...**READ OUT**

1. A short trip of no more than an hour
2. 2. A trip of 1-2 hours
3. 3. A trip of more than 2 hours
4. Other(Specify)_____

Q.33 LOCATION WHERE LAST FELL ASLEEP AT WHEEL

When you fell asleep at the wheel while driving a car, were you driving…
READ OUT

1. In a capital city
2. In regional city or large town
3. In the country on a country road
4. In the country on a motorway, highway or freeway
5. Other(Specify)_____

Q.34 IF VEHICLE WAS MOVING OR STATIONARY WHEN FELL ASLEEP

And when you fell asleep that time, was the car moving or stationary?

1. Moving
2. Stationary
3. (Don't know/ Can't recall)

Q.35 TIME OF DAY WHEN FELL ASLEEP AT WHEEL

What time of day was it? **READ OUT**

1. Morning, 6am-10am
2. Mid morning to mid afternoon, 10am-3pm
3. Afternoon to early evening, 3pm-7pm
4. Evening, 8pm to 12pm
5. Midnight to 6am
6. (Don't know/ Can't remember)

Q.36 WHETHER OR NOT ACCIDENT OCCURRED AS RESULT OF FALLING ASLEEP AT WHEEL

As a result of falling asleep that time, were you involved in a road accident?

1. Yes
2. No
3. (Don't know/Can't recall)

IF 2-3 IN Q29 (NOT RECALL FALLING ASLEEP) SKIP TO Q.38
IF 1 IN Q36 (ONLY ONE OCCASION) SKIP TO Q.38

IF FALLEN ASLEEP MORE THAN ONCE, ASK
Q.37 IF EVER HAD ACCIDENT BECAUSE FALLEN ASLEEP AT WHEEL PREVIOUSLY

Have you ever been involved in a road accident as a result of falling asleep at the wheel?

1. Yes
2. No
3. (Don't know/ Can't recall)

ASK EVERYONE
Q.38 PERCEPTIONS OF WHAT DRIVERS SHOULD DO IF TIRED WHEN DRIVING

What should drivers do if they experience fatigue or tiredness while they are out driving?
Is there anything else drivers should do, if they experience fatigue or tiredness while they are driving?

PROBE FOR CLARITY - DO NOT AID (MULTIPLE RESPONSES ALLOWED)

1. Pull over and stop NFI
2. Stop at the next town or rest stop
3. Pull over and have something to eat or drink
4. Pull over and get some fresh air/take a walk/exercise
5. Pull over and take a rest
6. Pull over and take a nap/sleep
7. Wind down window
8. Turn on radio/music
9. Splash water on your face
10. Change drivers/share the driving
11. Talk to passengers
12. Get a good night's sleep before a long trip
13. Regular rest stops/frequent stops on a long trip
14. Take a break at least every 2 hours
15. Avoid long drives
16. Avoid driving late or night/between midnight and dawn
17. Better planning of travel time/non peak hour
18. Avoid drinking before driving
19. Don't drive if tired

ADD…(include after code 12)

30. Avoid driving at times when normally asleep (eg. "Circadian Rhythms")
31. Do not start long trip after full day's work/activity

……..

20. Other (specify)

    _____

88. Don't know

Q.39 PERCEPTIONS OF WHAT DRIVERS CAN DO TO REDUCE LIKELIHOOD OF TIREDNESS WHEN AT THE WHEEL

When planning to drive or when actually at the wheel, what can drivers do to reduce the likelihood of becoming tired, before fatigue occurs_?

What other steps can drivers take to avoid or reduce the likelihood of becoming tired or drowsy on a trip?

PROBE FOR CLARITY - DO NOT AID

1. Pull over and stop NFI
2. Stop at the next town or rest stop
3. Pull over and have something to eat or drink
4. Pull over and get some fresh air/take a walk/exercise
5. Pull over and take a rest
6. Pull over and take a nap/sleep
7. Wind down window
8. Turn on radio/music
9. Splash water on your face
10. Change drivers/share the driving
11. Talk to passengers
12. Get a good night's sleep before a long trip
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15. Avoid long drives
16. Avoid driving late or night/between midnight and dawn
17. Better planning of travel time/non peak hour
18. Avoid drinking before driving
19. Don't drive if tired

ADD…(include after code 12)

32. Avoid driving at times when normally asleep (eg. "Circadian Rhythms")
33. Do not start long trip after full day's work/activity

……..

20. Other (specify)

_____

88. Don't know

DEMOGRAPHICS

To make sure we have a good cross section of people, I'd like to ask the few remaining questions about yourself.

D.1 RESPONDENT STUDY/WORK STATUS

Are you ...**READ OUT**

1.	Still at school	GO TO D.4
2.	Tertiary or other student	GO TO D.4
3.	Full time home duties	GO TO D.4
4.	Retired/Pensioner	GO TO D.4
5.	Unemployed	GO TO D.4
6.	Working	CONTINUE
7.	(Don't know)	GO TO D.4

IF WORKING (CODE 6 IN D.1.)

D.2 WORKING FULL OR PART TIME (IF WORKING)

Would that be ... **READ OUT**

1. Full time (more than 20 hours per week)
2. Part time

D.3 PERSON'S OCCUPATION (IF WORKING)

What is your occupation?

1 Managers/Administrators *(incl. all managers, government officials, administrators)*
2. Professionals *(include. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, professional artists)*
3. Technical or Para-Professionals *(eg. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)*
4. Trades persons *(eg. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)*
5. Clerks *(eg. secretarial, data processing, telephonist, sorting clerks, messengers)*
6. Sales & Personal Service Workers *(eg. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)*
7. Plant & Machine Operators/Drivers (eg. road, rail, machine, mobile or stationary plant operators/drivers)
8. Labourers & Related Workers (eg. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers)
9. Other (specify)_____

EVERYONE
D.4 EDUCATION LEVEL

And what is the highest level of education you have so far reached?

1. Still attending school
2. Year 11 or less (did not complete HSC or equivalent)
3. Completed High School Certificate (Year 12 or equivalent)
4. Trade Certificate
5. Other Certificate
6. Associate or Undergraduate Diploma
7. Bachelor's Degree or Higher
8. Other (Specify)_____
9. (Don't know)

D.5 POSTCODE OF RESIDENCE

And may I have your home postcode please? _____

RECORD SUBURB IF DON'T KNOW_____

D.6 SEX OF RESPONDENT

1. Male
2. Female

D.7 AGE GROUP OF RESPONDENT

And may I confirm your age group again? CODE (Write in) _____

D.8 COUNTRY OF BIRTH

In which country were you born? If "overseas", ask: Which country? **READ OUT**

1. Australia **GO TO CLOSE**
2. United Kingdom **GO TO D.9**
3. Eire **GO TO D.9**
4. Italy **GO TO D.9**
5. Greece **GO TO D.9**
6. Yugoslavia **GO TO D.9**
7. Other Europe SPECIFY:_____ **GO TO D.9**
8. China/Hong Kong/Taiwan **GO TO D.9**
9. Vietnam **GO TO D.9**
10. Other Asia SPECIFY:_____ **GO.TO D.9**
10. Other English Speaking Country: SPECIFY:_____ **GO TO D.9**
12. Other Country SPECIFY:_____ **GO TO D.9**
13. Not established **GO TO CLOSE**

IF BORN OUTSIDE AUSTRALIA (CODE 2-12 IN D.8), ASK D.9 - OTHERS GO TO CLOSE

D.9 In what year did you first arrive in Australia (to live here for one year or more)?
READ OUT IF NECESSARY

1. Before 1981
2. 1981 - 1985
3. 1986 - 1990
4. 1991 – 1995

.....

9. 1996
10. 1997
11. 1998
12. 1999
13. 2000
14. 2001

99. Not established

CLOSE – IQCA INFORMATION

RESPONDENT NAME: _____

TELEPHONE NUMBER: _____ **DATE:** _____ /_____ **/ 2002**

LOCATION:

1. NSW Metropolitan (Sydney Stat Div)
2. Other NSW
3. Victoria Metropolitan (Melb Stat Div)
4. Victoria Other
5. Queensland Metropolitan (Brisbane Stat Div)
6. Queensland Other
7. South Australia Metropolitan (Adel Stat Div)
8. South Australia Other
9. Western Australia Metro (Perth Stat Div)
10. Western Australia Other
11. Northern Territory Metro (Darwin Stat Div)
12. Northern Territory Other
13. Tasmania Metropolitan (Hobart Stat Div)
14. Tasmania Other
15. ACT

THANK RESPONDENT AND CLOSE APPROPRIATELY

INTERVIEWER NAME: _____

Appendix III: Summary Results Over Time

CAS 6 – 15

Appendix III: Summary Results Over Time

	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	Question
1. Factors Believed to Contribute to Road Crashes										
First Mention (unaided, full sample)										1a
Speed	37	37	38	35	34	39	34	34	29	
Drink Driving	11	12	13	14	14	14	15	16	23	
Lack of Concentration	11	12	11	12	13	11	12	n/a	11	
Driver Fatigue	11	13	9	11	10	6	8	n/a	5	
Carelessness	6	6	8	8	8	8	9	n/a	12	
Driver Attitudes	6	7	7	6	7	7	5	n/a	5	
Driver Inexperience	5	5	5	4	3	4	6	n/a	6	
Road Conditions	3	3	1	2	2	2	3	n/a	4	
Lack of Training	2	1	2	2	2	2	2	n/a	n/a	
Road Design	1	1	1	1	3	2	1	n/a	n/a	
Total Mentions (unaided, full sample)										1b
Speed	62	59	62	58	57	63	57	56	55	
Drink Driving	52	52	54	54	54	57	55	50	64	
Driver Fatigue	33	33	30	35	27	22	22	24	19	
Lack of Concentration	26	23	26	25	28	25	24	n/a	22	
Carelessness / Negligence	16	17	18	17	19	19	23	n/a	26	
Driver Inexperience	14	15	17	15	15	15	14	n/a	15	
Driver Attitudes	13	14	18	14	15	18	14	n/a	14	
Road Conditions	12	8	7	11	11	9	12	12	15	
Drugs (other than alcohol)	8	7	8	7	8	7	6	3	n/a	
Weather	6	4	7	7	9	8	6	7	n/a	
Lack of Driver Training	6	5	5	5	6	5	6	n/a	n/a	
Road Design	5	4	4	6	8	7	6	8	n/a	
Disregard Rules	3	2	4	3	4	4	3	4	n/a	
Lack of Vehicle Maintenance	2	2	2	2	5	2	2	4	n/a	
Ignorance of Rules	1	2	2	2	3	3	3	4	n/a	
2. Agreement with Random Breath Testing										2a
(full sample)										
Total "Agree"	97	96	97	96	97	98	n/a	n/a	96	
3. RBT Activity										2b
(full sample)										
Increased	39	34	38	44	44	46	39	41	37	
No change	33	31	31	36	29	26	24	22	31	
Decreased	14	16	15	14	12	11	13	15	17	
Don't know	13	20	16	16	15	17	25	21	16	
4. Incidence of Past 6 Month Breath Testing										
(current or past licence holders)										
Noticed	74	70	71	70	70	70	67	62	61	3a
Tested	27	25	26	26	26	25	20	17	20	3b
5. As Pedestrian, Would You be Affected by a .05 BAC										
(full sample)										
Yes	57	53	53	55	54	47	50	48	48	5

	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	Question
6. Attitudes Toward Drinking and Driving										**11**
(current or past licence holders)										
I don't drink at any time	16	19	18	17	21	20	22	21	21	
If I am driving I don't drink	37	37	40	40	39	39	41	43	34	
If I am driving I restrict what I drink	46	43	42	42	40	41	37	34	44	
If I am driving I don't restrict what I drink	1	1	nil	nil	nil	nil	nil	1	1	
7. Use of Breath Testing Machine										
(current or past licence holders who drink)										
Past 6 Months	7	6	5	8	6	8	6	7	n/a	**13a**
Very likely to Use, If Opportunity	34	34	37	28	31	33	29	27	n/a	**13b**
8. Alcohol Consumption Guidelines										
Males - First Hour (all males)										**14a**
One	8	7	5	7	7	7	10	6	8	
Two	47	44	43	42	42	38	33	36	25	
Three	25	22	27	24	25	31	31	34	34	
Four or more	12	11	11	12	11	12	9	12	14	
Don't know	8	16	11	13	15	12	17	12	19	
Males - After First Hour (all males)										**14b**
Less than one	2	1	1	2	3	3	3	2	4	
One	78	74	78	72	75	76	65	75	67	
Two	5	3	4	6	4	5	6	6	9	
Three	1	1	0	1	1	1	1	2	1	
Don't know	12	21	14	17	16	16	24	15	19	
Females - First Hour (all females)										**14a**
One	33	30	24	28	29	28	27	23	19	
Two	41	38	42	40	37	42	36	44	39	
Three	7	7	7	6	7	6	9	10	9	
Four or more	0	nil	nil	2	2	1	1	2	2	
Don't know	17	24	24	21	24	22	27	21	31	
Females - After First Hour (all females)										**14b**
Less than One	7	4	5	7	6	7	7	4	5	
One	66	62	58	60	56	63	54	63	52	
Two	2	2	3	4	2	2	2	2	3	
Three	0	1	nil	nil	1	nil	nil	nil	3	
Don't know	22	29	30	28	34	28	37	31	37	
9. Alcoholic Beverage Mainly Consumed										**15a**
(current or past licence holders who drink)										
Full Strength Beer	30	31	33	26	34	33	36	28	n/a	
Light Beer	21	19	21	16	20	22	20	n/a	n/a	
Net Beer (Full or Light)	46	46	53	42	54	50	49	n/a	n/a	
Wine	39	44	39	33	40	41	41	30	n/a	
Mixed Drinks	33	32	29	22	28	27	32	25	n/a	

	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	Question
10. Standard Drinks in a 375 ml Stubby or Can Full Strength Beer **(licence holders who drink light or full strength beer mainly)**										**15b**
One or less	21	13	19	19	15	18	15	17	n/a	
One and a half	40	49	42	47	45	42	39	43	n/a	
Two	26	23	25	22	28	25	32	30	n/a	
Three	3	2	3	1	2	3	1	1	n/a	
Four or more	2	1	1	1	1	1	nil	nil	n/a	
Don't know	7	11	11	10	9	11	13	9	n/a	
11. Standard Drinks in a 750 ml Bottle of Wine **(licence holders who drink wine mainly)**										**15c**
Up to three	6	6	5	4	6	5	3	4	n/a	
Four	18	19	19	23	18	15	19	14	n/a	
Five	20	24	25	22	25	22	23	34	n/a	
Six	20	21	21	20	23	22	23	26	n/a	
Seven	15	9	10	9	9	6	8	3	n/a	
Eight	6	6	6	8	4	10	7	5	n/a	
Nine or more	7	5	5	3	5	5	5	5	n/a	
Don't know	9	10	9	11	10	13	12	9	n/a	
12. Police Speed Enforcement **(full sample)**										**16**
Increased	65	58	62	64	62	66	57	60	n/a	
No change	23	24	24	22	26	22	26	26	n/a	
Decreased	8	10	7	8	6	6	6	4	n/a	
Don't know	4	8	7	7	6	6	11	9	n/a	
13. Personal Driving Speed in Last 2 Years **(full sample)**										**19**
Increased	6	5	4	6	5	8	6	8	6	
Stayed the Same	59	60	65	66	68	64	64	66	72	
Decreased	34	33	30	27	26	27	29	26	22	
14. Frequency Drive 10 km/hr Over Limit **(driven in past two years)**										**20**
Always/most occasions	9	11	10	11	8	12	15	17	15	
Sometimes	20	21	20	20	24	21	21	24	20	
Occasionally	50	47	49	46	45	43	42	37	45	
Never	22	19	20	23	23	23	22	22	20	
15. Booked for Speeding **(drivers)**										**18**
Past 6 months	8	7	7	7	6	8	5	5	5	
Past 2 years	21	19	20	21	19	18	16	n/a	n/a	
16. Should Lower Speed Limits – Approve **(full sample)**										
To 50 km/hr in residential areas	72	73	68	65	62	55	61	62	n/a	**23a**
To 40 km/hr in residential areas	28	28	29	30	33	24	31	30	n/a	**23b**

	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	Question
17. Speed Should be Allowed to Drive in 60 km/hr Zones										21a
(full sample - aided responses)										
60 km/hr	49	49	48	44	49	44	44	37	n/a	
65 km/hr	38	37	36	37	31	34	31	34	n/a	
70 km/hr	9	11	14	14	15	18	19	22	n/a	
75+ km/hr	2	1	1	2	2	2	3	4	n/a	
Don't know	2	2	1	2	2	2	3	3	n/a	
18. Speed Allowed to Drive in 60 km/hr Zones										21h
(full sample - unprompted)										
Nil tolerance	12	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 61-64 km/hr	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 65-69 km/hr	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 70 plus km/hr	13	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	64.8 km	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)	65 (29%)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
19. Speed Should be Allowed to Drive in 100 km/hr Zones										21b
(full sample - aided responses)										
100 km/hr	36	34	33	33	36	35	34	n/a	n/a	
105 km/hr	20	17	19	16	14	13	12	n/a	n/a	
110 km/hr	31	37	38	38	37	37	36	n/a	n/a	
115 km/hr	3	3	3	4	3	4	5	n/a	n/a	
120+ km/hr	7	7	6	6	7	7	10	n/a	n/a	
Don't know	2	2	2	3	3	3	3	n/a	n/a	
20. Speed Allowed to Drive in 100 km/hr Zones										21l
(full sample - unprompted)										
Nil tolerance	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 101-104 km/hr	11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 105-109 km/hr	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Net 110 plus km/hr	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Don't know	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Median (km/hr)	106.4 km	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Mode (km/hr)	110 (31%)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
21. Agreement with Statements on Speed										22
(full sample)										
a) Fines for speeding are mainly intended to raise revenue	56	58	56	56	50	52	49	54	n/a	
b) It is OK to exceed the speed limit if you are driving safely	32	32	33	33	32	37	33	37	n/a	
c) Speed limits are generally set at reasonable levels	83	88	87	87	89	90	87	85	n/a	
d) If you increase your speed by 10 km/hr, you are significantly more likely to be involved in an accident	68	67	69	65	63	63	57	55	n/a	
e) An accident at 70 km/hr will be a lot more severe than an accident at 60 km/hr	91	90	90	87	88	83	81	80	n/a	

	CAS 15 (2002) %	CAS 14 (2001) %	CAS 13 (2000) %	CAS 12 (1999) %	CAS 11 (1998) %	CAS 10 (1997) %	CAS 9 (1996) %	CAS 8 (1995) %	CAS 7 (1993) %	Question
22. Incidence of Wearing Seat Belts										
(full sample)										
Always – Front	96	96	96	95	96	95	95	96	97	**25a**
Always – Rear	88	87	89	85	88	88	86	86	85	**25b**
23. Seat Belt Enforcement										**26**
(full sample)										
Increased	38	23	28	27	31	30	33	37	n/a	
No change	43	46	45	47	45	47	36	38	n/a	
Decreased	4	7	6	6	5	5	4	5	n/a	
Don't know	15	24	21	21	19	19	27	21	n/a	
24. Compulsory Licence Carriage										**24a**
(full sample)										
Approve strongly	67	68	69	68	72	64	68	n/a	n/a	
Approve somewhat	18	18	16	15	15	20	15	n/a	n/a	
Net "approve"	85	86	85	84	87	84	83	n/a	n/a	
25. Involvement in Road Accident -										**27**
Past 3 Years										
Involved (total sample)	18	18	18	18	18	20	17	20	20	
Among those involved……										
Someone killed/hospitalised	11	8	9	9	11	5	5	9	5	**28**
Someone injured/not hospitalised	8	12	7	14	10	14	14	9	10	
Major vehicle damage, no one injured	27	29	23	25	17	24	25	30	20	
Minor vehicle damage, no one injured	51	50	60	51	59	56	54	52	55	
26. Ever Fallen Asleep at the Wheel										
(full sample)										
Yes	15	14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**29**
Number of times among those fallen asleep……										
Once	63	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	**30**
Twice	15	27	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Three times	8	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
More than three times	14	14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	

Appendix IV: Actual Sample Distribution

Appendix IV: Actual Sample Distribution

CAS 15

The sample was a stratified random design within each State and Territory. The table shows the actual numbers of interviews achieved by the sampling method used by TAVERNER Research Company. The age/sex achievement was monitored against a proposed sample distribution that ensured reasonable numbers of interviews by age group within sex for each State and Territory, split between the capital city and the rest of the State.

	Interviews Achieved (number)						
		SEX		AGE			
Region	**TOTAL**	**Male**	**Female**	**15-24**	**25-39**	**40-59**	**60+**
Sydney	145	72	73	26	41	47	31
Other	123	61	62	17	29	53	24
NEW SOUTH WALES	***268***	***133***	***135***	***43***	***70***	***100***	***55***
Melbourne	134	67	67	21	40	40	33
Other	116	58	58	17	32	42	25
VICTORIA	***250***	***125***	***125***	***38***	***72***	***82***	***58***
Brisbane	105	52	53	15	32	38	20
Other	114	57	57	16	34	39	25
QUEENSLAND	***219***	***109***	***110***	***31***	***66***	***77***	***45***
Adelaide	106	53	53	14	32	36	24
Other	74	37	37	12	20	22	20
SOUTH AUSTRALIA	***180***	***90***	***90***	***26***	***52***	***58***	***44***
Perth	104	52	52	14	32	34	24
Other	73	36	37	10	22	25	16
WESTERN AUSTRALIA	***177***	***88***	***89***	***24***	***54***	***59***	***40***
Darwin	94	47	47	17	30	34	13
Other	63	32	31	11	18	23	11
NORTHERN TERRITORY	***157***	***79***	***78***	***28***	***48***	***57***	***24***
Hobart	74	37	37	15	17	26	16
Other	84	42	42	12	23	29	20
TASMANIA	***158***	***79***	***79***	***27***	***40***	***55***	***36***
ACT	***154***	***77***	***77***	***28***	***45***	***52***	***29***
TOTAL	**1563**	**780**	**783**	**245**	**447**	**540**	**331**

Appendix V: Notes to Assist in the Interpretation of Data

Appendix V: Notes to Assist in the Interpretation of Sample Data

In order to assist the reader with the interpretation of the data in this report, we provide the following notes and guidelines.

All statistical data from samples are estimates. Despite the precautions taken to minimise sampling variability, the estimates are subject to sampling error arising from the fact that the actual sample employed in this survey was one of a large number of possible samples of equal size that could have been used by applying the same sample design and selection procedures.

Survey results should only be extrapolated to the population that the sample was drawn from. In this survey, the universe was the Australian population aged 15 and over.

A stratified probability sample was drawn, with quotas being set for each State and Territory. The total result was weighted in accordance with the most recent Census data to accurately reflect the country as a whole.

The standard error of a survey estimate is a measure of the variation among estimates from all possible samples. The standard error can be calculated using the formula:

$$\text{Standard Error} = \sqrt{\frac{(100-p)p}{n}}$$

Where p = survey result (the percentage giving any answer)
n = the sample size (for the total or any sub-group)

The estimate and its associated standard error may be used to construct a confidence interval, i.e. an interval having a prescribed probability that it would include the average result of all possible samples.

If any two sample groups are compared in this report, to determine whether the variation between them is significant, we have:

- calculated the standard error of the variation
- compared the variation with its margin of error (i.e. two standard errors).

By statistically significant, we mean that we can be confident that the probability of the variation between the results being due to a real difference in usage or attitudes (depending on the question) is at least 95%. All survey results indicated in the report are rounded to the nearest whole percentage.

The following table indicates the theoretical margin of error at 95% confidence, related to typical sample sizes:

	SURVEY RESULTS (p)				
SAMPLE SIZE	10%/90% +/- %	20%/80% +/- %	30%/70% +/- %	40%/60% +/- %	50%/50% +/- %
1550 (total sample CAS 14).....	1.5	2.0	2.3	2.4	2.5
1000.....	1.8	2.5	2.8	3.0	3.1
500.....	2.7	3.6	4.1	4.4	3.5
300.....	3.5	4.1	5.3	5.7	5.8
150.....	4.9	6.5	7.5	8.0	8.2
100.....	6.0	8.0	9.2	9.8	10.0

For example, there is a probability of 95% or more that the true result for the total sample would be within 1.5% of survey estimates, assuming a 10% or 90% result, and +/- 2.5% assuming a 50% result, based on the achieved sample size of 1550.